



**Tri-City Regional
Port District**

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DEPT. OF TRANSPORTATION
DOCKETS

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November 25, 2008

America's Marine Highway Rulemaking:
Docket Management Facility
US Department of Transportation
1200 New Jersey Avenue, SE Room PL-401
Washington, DC 20590-0001

Dear Sirs,

Tri-City Regional Port District has two significant Intermodal Transportation Facility Projects requiring Federal financial assistance. Both projects have a significant positive impact upon reducing congestion and air pollution among many other economic and environmental benefits.

Tri-City Port respectfully requests MARAD assistance in reviewing and positioning these projects as well as in proactively supporting our effort to acquire Federal funding assistance. Please find a draft discussion/description of each project herein. Both the south rail loop and new harbor projects have been preliminarily designed and final design could be completed and the project under construction between 6 to 18 months, or earlier if necessary.

"Project One" is a \$5.5 million rail loop construction project at Tri-City Port's River's Edge Complex on the former US Army Base conveyed to the Port District in June, 2002 via MARAD's "Port Conveyance Program." The proposed south rail loop project will immediately serve a new \$262 million ethanol manufacturing plant expected to open in the 4th quarter of 2009, plus the Port's proposed new Harbor users including shippers located in the vast Midwestern hinterland served by Tri-City Port and the six Class One National Rail Carriers which have mainline rail track adjacent to the Port's River's Edge Complex.

"Project Two" is a \$15,266,726 new harbor construction project located below Locks #27. This proposed harbor is the "major" intermodal freight component of the MARAD approved Redevelopment Plan for the former US Army, CMPSC.

Both projects will reduce highway traffic congestion and improve safety and improve air quality by diversion of truck traffic to rail and barge transportation modes. The projects are environmentally sound projects with numerous advantages and benefits

Commissioners

Andy Economy
Mayor Ed Hagnauer
Mayor John Hamm, III
Dr. Charles King, Jr.
Joe Schuler
Steve Signall
Mayor Avery Ware

Robert Wydra
Executive Director
Dennis Wilmsmeyer
General Manager



to industry and agriculture plus providing significant positive economic impacts upon the regional economy.

I would appreciate your review and assessment of the project summaries enclosed and your ideas and help in adjusting the narratives to present them in the most favorable light to acquire funding. I also respectfully request your interest, support and advocacy of our funding effort. I look forward to your response. Thank you for your consideration of my request.

Yours truly,

A handwritten signature in black ink, reading "Robert Wydra". The signature is written in a cursive, flowing style.

Robert Wydra
Executive Director

Maritime Administration Stepping Up Advocacy For Water

By CAPT. RICHARD EBERHARDT

The federal Maritime Administration (MarAd) is expanding the America's Marine Highway initiative, becoming an advocate for inland waterways development, not just a promoter, said James J. Murphy, a MarAd official in the New Orleans gateway office for the Eastern Gulf/Lower Mississippi System.

Though he made it clear he was not a spokesman for the Maritime Administration and its new initiative twice during the recent National Waterways Conference meeting in New Orleans, Murphy was called upon to answer questions about the program.

He addressed the Inland Rivers, Ports & Terminals (IRPT) breakfast at the conference and later answered questions before the entire conference.

One of the provisions of the energy bill that Congress passed requires the Maritime Administration to provide a report to Congress before Christmas addressing the needs of the inland waterways operators, ports and shippers.

Murphy urged commercial interests to send in comments quickly on the new legislation so they can be included in the report.

Jerry Sailors, president of IRPT, said he will poll members of his group for comments and hopefully have comments presenting the trade group within two

weeks for inclusion in the MarAd report.

MarAd is forming a committee focusing on the inland waterways that will look into how to provide incentives to develop marine projects, particularly container-on-barge. The committee will also identify impediments to developing commercial marine projects, and how to remove those impediments.

Murphy said the Maritime Administration is looking for people who might be interested in serving on the advisory committee, which will also help draft rules for the new incentive program as required by the legislation.

"The people writing the rules have expertise in moving freight, but not as much inland expertise as members in this room," Murphy told the IRPT breakfast group. "I wouldn't want to underestimate the potential of the advisory committee."

The Maritime Administration wants to be able to declare successes very soon, he said.

"The emphasis is on finding people who have projects that will be economically profitable within a short period of time," Murphy said. "The Maritime Administration is not looking for projects that will require long-term subsidies."

The advisory committee will be governed by the rules of the Federal Advisory Committee Act and will probably require a representative from the general

population, inland ports, shippers, boat operators, labor, and others, he said.

Reducing congestion by moving freight from the roadways to the inland waterways is one of the primary goals, Murphy said. Reducing air pollution is another incentive for the Maritime Administration to fund a program.

A prototype project, due to start this month, is a container-on-barge route from Norfolk to Richmond, Va.

While Murphy said some of the decisionmakers at MarAd "are having trouble wrapping their heads around bulk," Murphy said the most important aspect of getting funding "is being able to document public benefits to their satisfaction" to include bulk or passenger service. "There is almost no limit to what can be funded."

In addition, some of the IRPT members noted that bulk and break bulk products are now moving in containers.

The project has not been funded through MarAd yet, but funds could be available through other agencies.

MarAd will help project applicants work through federal wording in order to receive funding. In one previous case, he said the Maritime Administration helped a barge operator word an application to "free up air quality mitigation dollars."

Essentially, the program will designate transportation corridors and fund projects within those corridors. As an ex-

ample, Murphy said the Gulf Waterway (GIWW) could be a transportation corridor between Mobile and Houston, or expand the entire GIWW to Florida.

"We can be creative to get the GIWW to Florida," Murphy said. Legislation allows for the entire GIWW to be operated by vessel operators, but it has never been done previously "in this sense."

For example, extending the dock for rapid loading may mean getting containers from the interstate Class of Service onto the interstate Class of Service.

"Take this with a sense of humor," Murphy told NWC. "The wisdom from people in the industry is looking to give Congress enough to fund America's Marine Highway."

Contact information includes:

EXECUTIVE SUMMARY

TRI-CITY REGIONAL PORT DISTRICT

SOUTH RAIL LOOP LOAN REQUEST

FOR

FEDERAL RAILROAD ADMINISTRATION

**RAILROAD REHABILITATION AND IMPROVEMENT FINANCING
PROGRAM (RRIF)**

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Proposed Tri-City Regional Port District South Rail Loop Federal Railroad Administration Loan Request

Introduction

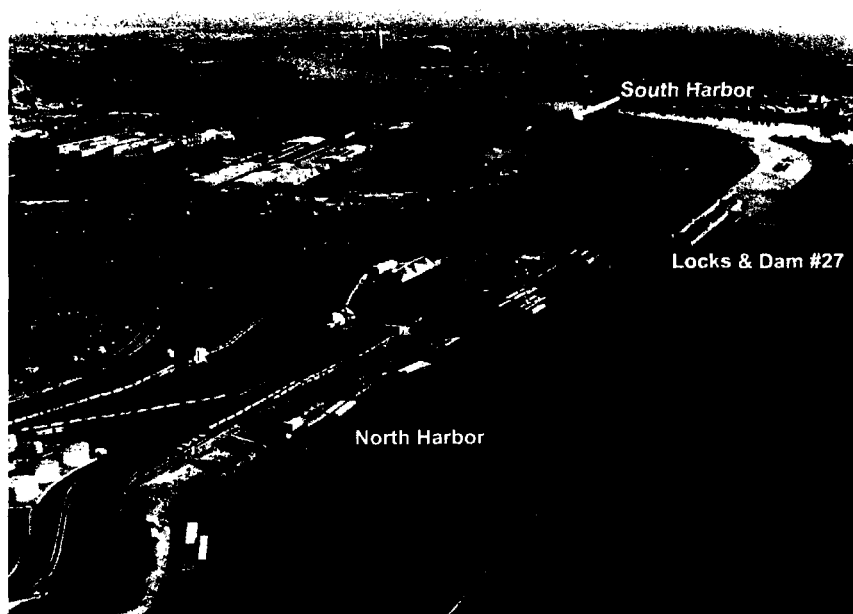
The Tri-City Regional Port District is a Special Purpose Unit of Local Government which was created by the State of Illinois in 1959. The Port District, in "partnership" with private-sector river terminal/transportation companies, business and industry, operates a 1,200 acre transportation mixed-use industrial park. Over 750 people are employed in the Port's River's Edge complex and 75 companies are located on the property.

The Port's River's Edge complex is located in Southwestern Madison County, Illinois within the municipalities of Granite City and Madison, with its land adjacent to both north and south of Lock and Dam #27 between Mississippi River miles 187.5-183.5 left descending bank.

The River's Edge location is strategically significant because it is the only site in the U.S. which "combines" lock-free navigation below Lock #27 on the inland waterway system to the Gulf of Mexico, access from six Class One rail carriers (BN, UP, KCS, CN, NS, CXS) through the Granite City rail corridor, and is served by four Interstate Highways.

Analysis of the St. Louis/Tri-City Port Area's intermodal terminal marketplace supports the development of high-speed/high capacity bulk terminals for inbound and outbound rail and/or truck to barge of both dry bulk and liquid product shipments.

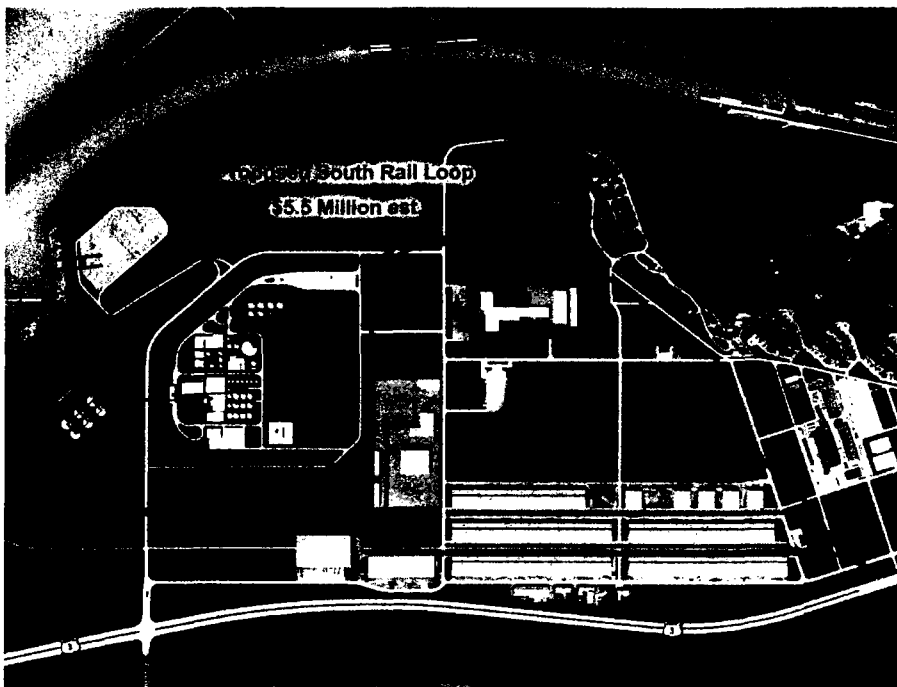
Please see the locational map and photo depicting the Port District's 1,200 acre River's Edge property.



Requested Funding Amount

Tri-City Port proposes to concurrently borrow 5.5 million dollars, for a 25 year term from the Federal Railroad Administration via the FRA's Railroad Rehabilitation and Improvement Financing Program (RRIF) to construct a rail track as part of an eventual three loop design to serve the Port's new Mississippi River Harbor hinterland and on-site industries located at its River's Edge complex. Funding and construction of the project is requested for FY '10.

The proposed south rail loop project track alignment is depicted on the enclosed exhibits along with a tabular estimate of construction costs and material quantities and implementation timetable.



Background

Current Tri-City Port maritime operations are carried out from Port Terminals located north of Lock and Dam #27. Four publically operated terminals are located at the north harbor location: two dry bulk terminals, a general cargo dock and a public bulk liquid terminal. A private steel terminal, fertilizer terminal, two steel processing facilities, a polymer plant and a ferrous sulphate plant, as well as a major barge service and towing company and fleeting area are also operating at the Port's north harbor location.

The property is designated as an Enterprise Zone and additional properties are within a Tax Increment Financing District, and others designated as U.S. Foreign Trade Zone sites. The nearby Chrysler Auto Assembly Plant and Conoco Phillips Wood River Oil Refinery are Sub Zones of the Tri-City Port's FTZ #31, as is MidAmerica St. Louis Airport.

The North Harbor is rail served by the Norfolk Southern Corporation. Total tonnage handled at the North Harbor terminals has exceeded 100 million tons since 1970. Currently, tonnage averages three million tons per year. Since 1980 the Port District has handled 920,933 rail cars; 70% outbound to barge.

TABLE ONE
RAIL CARS ACROSS NORTH HARBOR TRACKS
FY '80 THRU FY '08

<u>FISCAL YEAR</u>	<u>NUMBER OF RAILCARS</u>
FY '08	23,262
FY '07	19,008
FY '06	20,098
FY '05	20,480
FY '04	27,129
FY '03	21,150
FY '02	29,430
FY '01	29,420
FY '00	28,000
FY '99	27,200
FY '98	37,500
FY '97	47,500
FY '96	37,500
FY '95	34,000
FY '94	27,000
FY '93	23,500
FY '92	25,396
FY '91	22,388
FY '90	24,000
FY '89	24,511
FY '88	21,794
FY '87	18,201
FY '86	23,561
FY '85	21,372
FY '84	58,005
FY '83	66,788
FY '82	55,000
FY '81	49,458
FY '80	<u>58,282</u>
TOTAL	920,933

The Port's North Harbor rail system is supported by 96,256 tf. (18.23 mi.) of rail track.

Purpose of RRIF Intermodal Project

Tri-City Port is now designing and plans to construct, within the next three years, a new Mississippi River Harbor on the southern portion of its 1,200 acre complex. The "South Rail Loop" proposed to be financed by FRA will serve customers from the new harbor's vast agricultural and industrial hinterland and an on-site 100 million-gallon per year ethanol plant under construction, plus other industries on or accessible to the River's Edge site. The new harbor and supporting intermodal rail freight facility complex is designed to be safe for barge

and rail car movements, will have minimal environmental impacts, and will greatly benefit the economy.

The Southern portion of River's Edge was, before June 2002, the U.S. Army Charles Melvin Price Support Center. The proposed FRA South Loop Rail financed project will assist the Port District in implementing the last remaining feature of the redevelopment plan for the former U.S. Army Base.

In October 2000, the U.S. Congress passed, and President Bill Clinton signed, the "Tri-City Regional Port District Conveyance Act of 2000". The Act authorized the conveyance of the former 840-acre U.S. Army-Charles Melvin Price Support Center to the Tri-City Regional Port District. The property transfer was via the authority of the United States Maritime Administration (MARAD), U. S. Department of Transportation, Port Conveyance Program. Tri-City Port's redevelopment plan for the property, as a consideration of conveyance, included the future construction of a new Mississippi River Harbor and material transfer terminals to serve the needs of intermodal shipping, transportation providers, industry and agricultural and thereby satisfy the purpose of MARAD's Port Conveyance Legislation and Program.

The Port District has been aggressively implementing its redevelopment plan of the former U.S. Army Base and has now initiated the construction of the final and major plan feature of a new Public Mississippi River Harbor and intermodal terminals in accordance with the U. S. Congressional Legislation and the U. S. Department of Transportation, Maritime Administration's Port conveyance Program purposes.



Future Commodity Flows and Rail Freight Opportunities

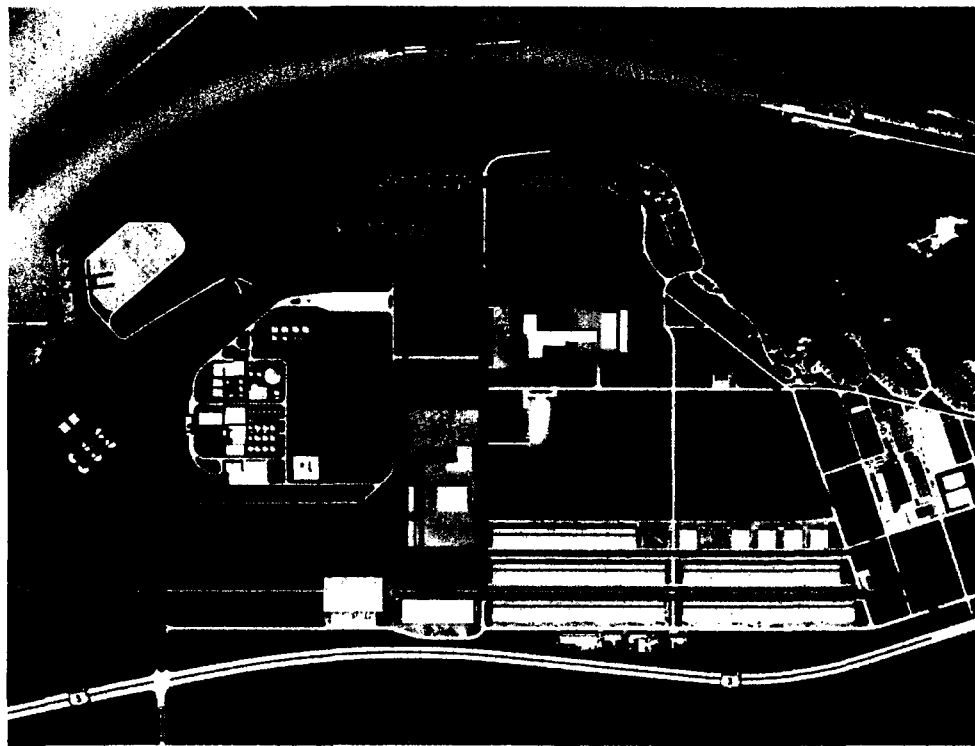
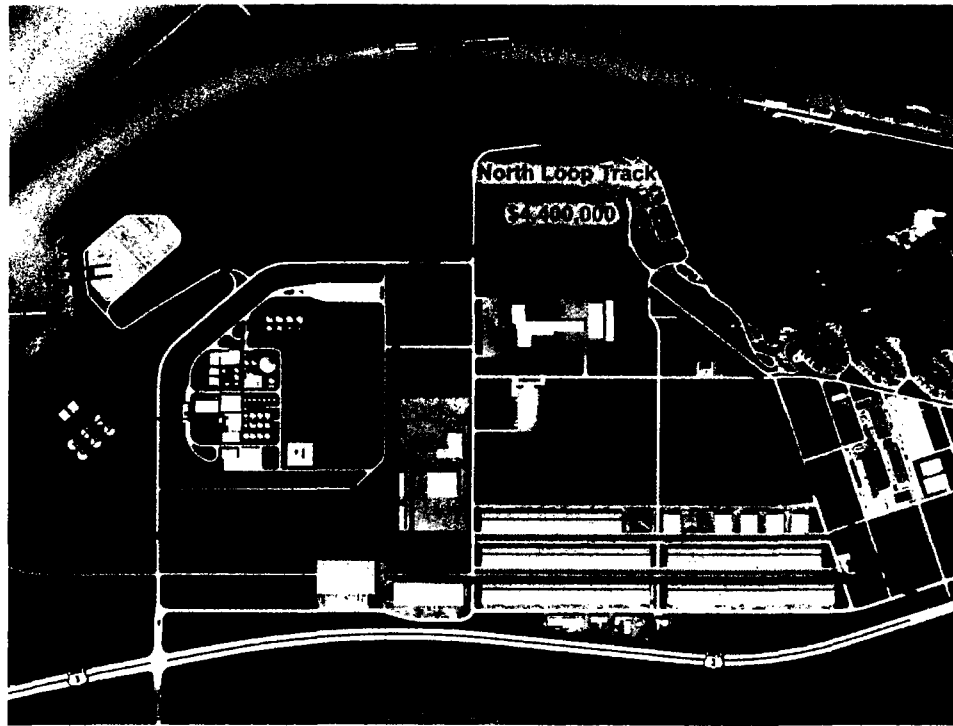
Intermodal freight transportation connectivity and U. S. marketplace access by rail at the 1,200 acre River's Edge Development and new harbor site are exceptional. The Union Pacific, CXS, BNSF, KCS, NS and CN national rail carriers all have mainline track immediately east and adjacent to River's Edge (see rail connections map). Each of the carriers could directly access the property with minimal physical connection cost. Direct rail service, however, is provided by the "Terminal Railroad Association of St. Louis" which is owned by all of the National Class One carriers listed above.



Nearly 70 percent of all U.S. citizens live within a two-day drive and more than 62 percent of the country's business is conducted within the same radius. River's Edge, its new harbor and the proposed FRA financed "South Rail Loop" project are centrally located in the U.S. coupled with unique rail, barge and truck intermodal freight connectivity, cost-effective market access producing a highly-competitive cost structure for Midwestern transportation providers and agriculture and industry shippers.

Not only is the new River's Edge barge/truck/rail site an exceptional freight collection and transfer point with a vast and cost-effective hinterland, but "On-Site" freight transfer needs are present and growing on the River's Edge complex. On-site leases with private companies have grown from 30 in 2001 to 75 in 2008. Particularly significant is a 100 million gallon per year ethanol manufacturing plant currently under construction. Other freight attraction assets of the location are the Port's 1.7 million square feet of on-site warehouse space and the \$7 million in

roadway and rail track improvements recently completed at the site. (See following graphics)
On-site freight transfer needs, as well as collection and distribution of freight from off-site
Midwestern hinterland rail markets will bring year around shipping opportunities to River's
Edge.



Forecast of Rail Car Demand

Tri-City Port projections of rail car demand at the "South Rail Loop Project" site are based upon an assessment and evaluation of marketplace factors and methodological approaches. These forecasts, however, first considered an examination and appraisal of Tri-City Port's freight development, history and experience at its north harbor location, including reviewing tonnage growth trends and rail-to-barge market transfer history between 1980 and 2008. As previously noted, the Port District has loaded or unloaded 920,933 cars since 1980; 70% plus being out-bound rail to barge moves. The Port District's North Harbor (north of Lock & Dam 27) is directly served by one railroad only, Norfolk Southern Corporation. Its proposed South Harbor/South Rail Loop location is served by all six Class One US Rail Carriers.

Four separate approaches and calculations of future rail demand at the proposed South Loop new harbor location are presented herein, to include: (1) retention of the existing annual volume of rail business developed during the recent past five years of redevelopment of the former US Army Base; (2) projection of rail freight generated by the 100 million gallon per year ethanol manufacturing plant currently under construction; (3) Port District projections of additional on-site agriculture/industry and generation of rail traffic; and (4) projections of rail car shipping traffic from agricultural and industrial customers located in the rail hinterland of River's Edge, particularly, ethanol, DDGs, containers and warehouse/distribution foreign trade zone customers (London Metal Exchange customers, etc.).

(1) Continuation of Existing River's Edge Rail Car Movement

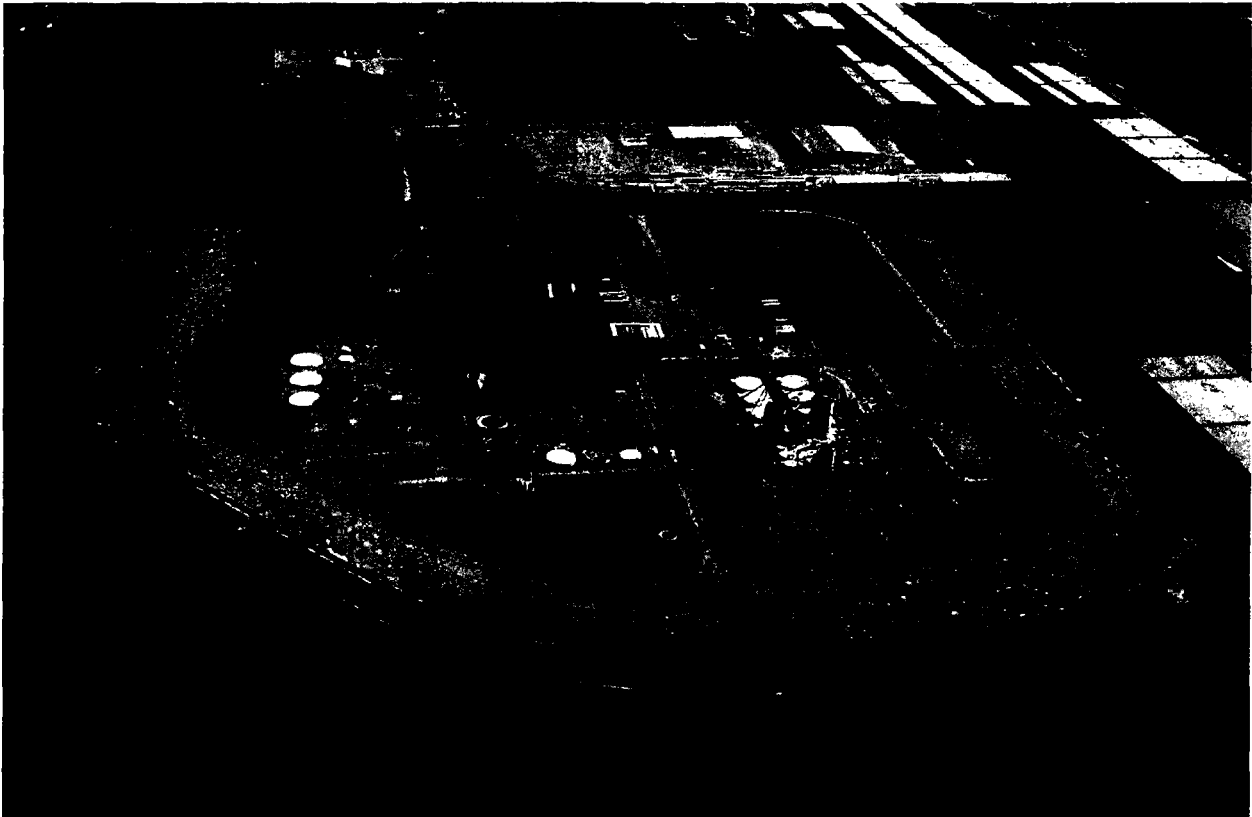
River's Edge "South" has moved 13,526 cars over its existing rail system during the last four (4.4) years since the Port reconstructed track and initiated rail car service at the former U.S. Army Base, averaging 3,381 cars per year. Rail service traffic levels to the warehouse/distribution facilities, bulk liquids packager, lumber yard, etc. are projected to continue at least at similar average levels, or 3,381 cars per year, for the next ten years for a total of 33,810 rail car movements over the ten-year forecast period.

TABLE TWO
RIVER'S EDGE RAIL CAR MOVEMENT HISTORY
(FY '04 THRU FY '08)

<u>FISCAL YEAR</u>	<u>NUMBER OF RAIL CARS</u>
FY '04	116
FY '05	1,399
FY '06	5,196
FY '07	5,260
FY '08	<u>1,555</u> (to date)
	13,526 divided by 4 =
	3,381 per year average

(2) "Abengoa Bioenergy of Illinois" Ethanol Manufacturing Plant Rail Service Needs and Projection

The currently under construction 100 million gallon per year dry mill ethanol plant is dependent upon the herein requested FRA South Rail Loop financed project. Abengoa Bioenergy is investing \$260,000,000 in ethanol plant construction at this time and plans to employ 62 people on a full-time basis when operational.



Rail transportation service to bring feed stock (corn) for the new ethanol plant is planned at nine (9) Unit Trains (110 car) per month of in-bound corn, or 11,880 rail cars annually, for the first ten years of plant operation. During the first five years of the ethanol plant's production, 7,560 out-bound ethanol cars and 2,160 DDG cars annually (total of 9,720) are projected. Thereafter, with completing the new harbor, Abengoa plans to ship approximately 50% of its out-bound ethanol and approximately 50% of its DDGs by barge. Therefore, 4,860 out-bound ethanol cars and DDG cars are forecast out-bound during the five-year period. Over a ten-year forecast period, we project 118,800 in-bound corn cars and 72,900 out-bound ethanol and DDG cars for a total of 191,700 cars over the ten-year period.

(3) Projection of On-site River's Edge Generated Rail Demand

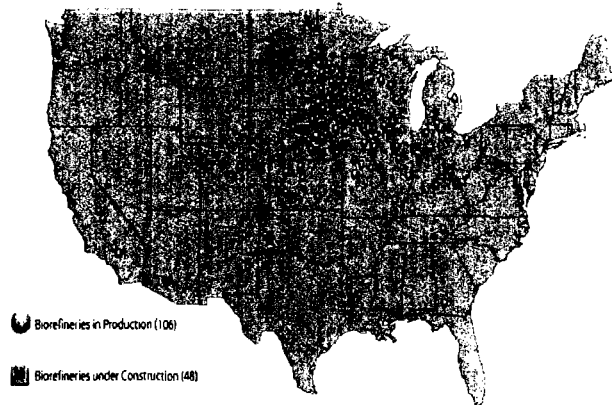
On property company expansions precipitating rail demand are not projected to be significant for the next five year period, 2008-2013, except for the ethanol plant, noted previously, currently under construction. However, a cellulosic ethanol plant and a biodiesel plant and the construction of on-site storage facilities for dry bulk and liquid bulk products are anticipated to materialize by 2013 creating an increase in rail traffic and the additional need for the South Rail Loop trackage.

Abengoa Bioenergy of Illinois has an option of 53 acres adjacent to the harbor/south rail loop intermodal site with active plans to construct a cellulosic ethanol plant and a biodiesel plant. The Port District is also planning the construction of ethanol storage tanks and dry agricultural commodity storage on a 10-acre site adjacent to the intermodal transfer facility. An increase in rail service demand by existing tenants: Mattingly Lumber, The Delivery Network, River's Edge Terminal and Air Gas is also expected.

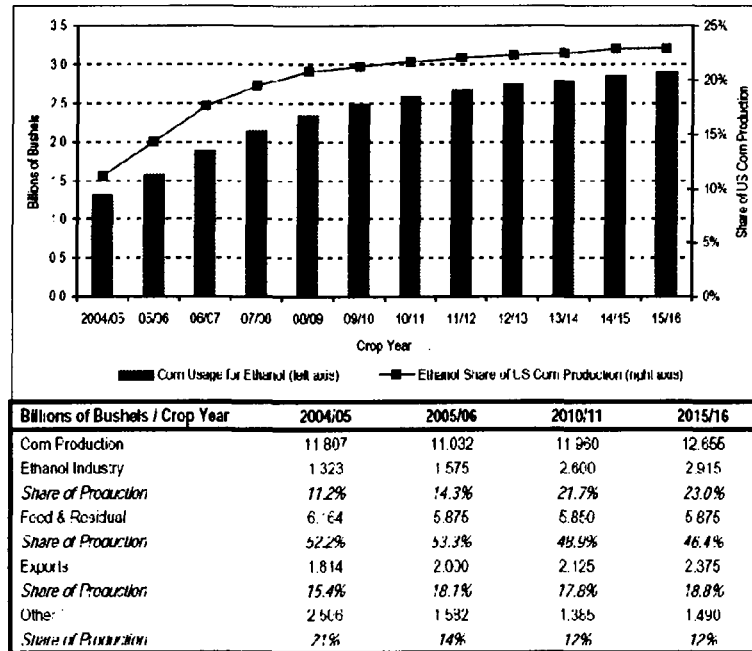
An additional 300,000 tons of product, or 3,000 car movements per year demand generated by on-site users, is anticipated to materialize and continue thereafter thru the ten year forecast period, or 30,000 cars, to bring inbound feedstock by rail to existing tenants and to the new processing facilities expected and on-site Port storage of ethanol and grains and for the movement of outbound product cars.

(4) Anticipated Commodity Flows River's Edge Hinterland

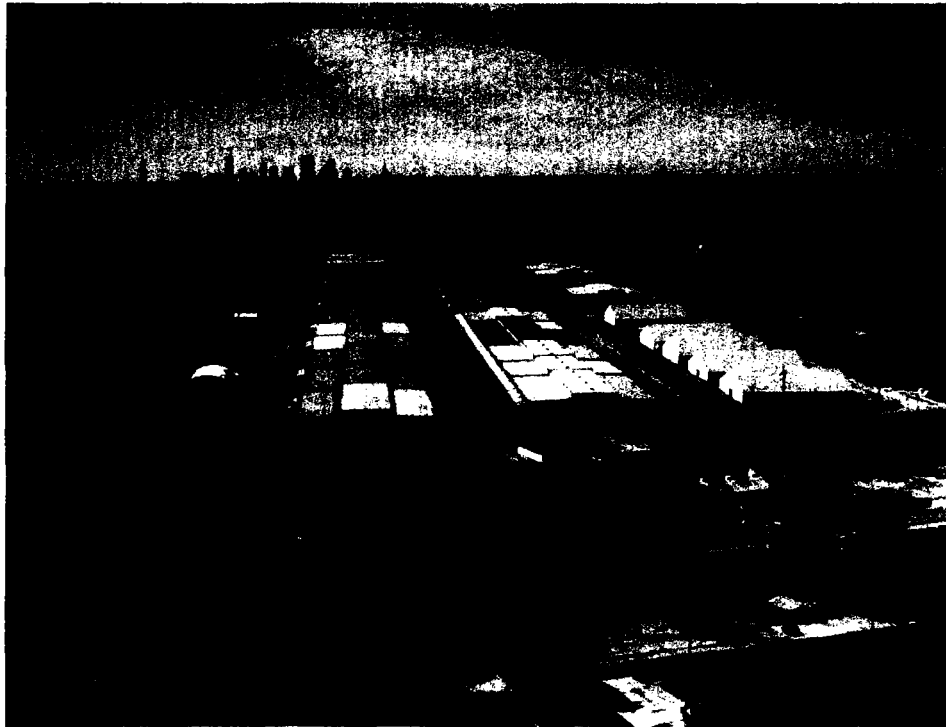
Based upon Tri-City Port's 35 year history of attracting general cargo, dry bulk and liquid bulk commodity movements to its north harbor location, and with the assistance of the River's Edge rail market assessment by "TranSystems" in 2007, and Foster Townsend Rail Logistics in 2008, the Port District projects there are market opportunities in excess of 1.4 million tons of dry and liquid bulk commodities on a yearly basis for rail to barge transfer at the new South Harbor River's Edge intermodal freight site. The dominant movement is projected to be a combined rail/barge move of both Ethanol and DDGs, particularly via the NS and CSX. Based upon the location of ethanol plants in the Midwest and their rail connections to the new River's Edge rail/barge intermodal transfer complex, 1.4 million tons are projected to be captured annually by the proposed new Tri-City Port intermodal rail/barge facility.



Source: Renewable Fuels Association



In addition to the 1.7 million sq. ft. of River's Edge warehouse space, coupled with its designated US Foreign Trade Zone operation, River's Edge is expected to generate rail and truck to barge container movement and other container and bulk commodity freight, particularly as the most eastern connection to the Kansas City Southern in the development of its Mexico business at an estimated amount of 100,000 tons per year.



Based upon these anticipated new commodity flows into the River's Edge Freight Complex of 1.4 million tons annually, an additional need for 14,000 cars annually is expected, or 140,000 cars over the ten year forecast period from the River's Edge Rail hinterland.

Railcar Forecast Summary

Total annual rail car market demand, based upon the four market-sector projects alone are:

- (1) 3,381 cars
- (2) 19,170 cars
- (3) 3,000 cars
- (4) 14,000 cars

39,551 cars annually or 395,510 rail cars over the ten year forecast period.

Investment Summary

In addition to the \$5,500,000 investment in South Rail Loop Track facilities requested from the Federal Railroad Administration, Tri-City Port has recently invested \$7 million in roadway paving and entrance rail track construction. TCRPD is designing and building a new \$15 million Mississippi River Harbor and a dry and liquid bulk terminal, estimated at \$9.5 million. "Abengoa Bioenergy of Illinois" is now constructing a \$260,000,000 ethanol manufacturing facility contingent upon the construction of the roadway, the South Rail Loop track, terminals and harbor improvements described above.

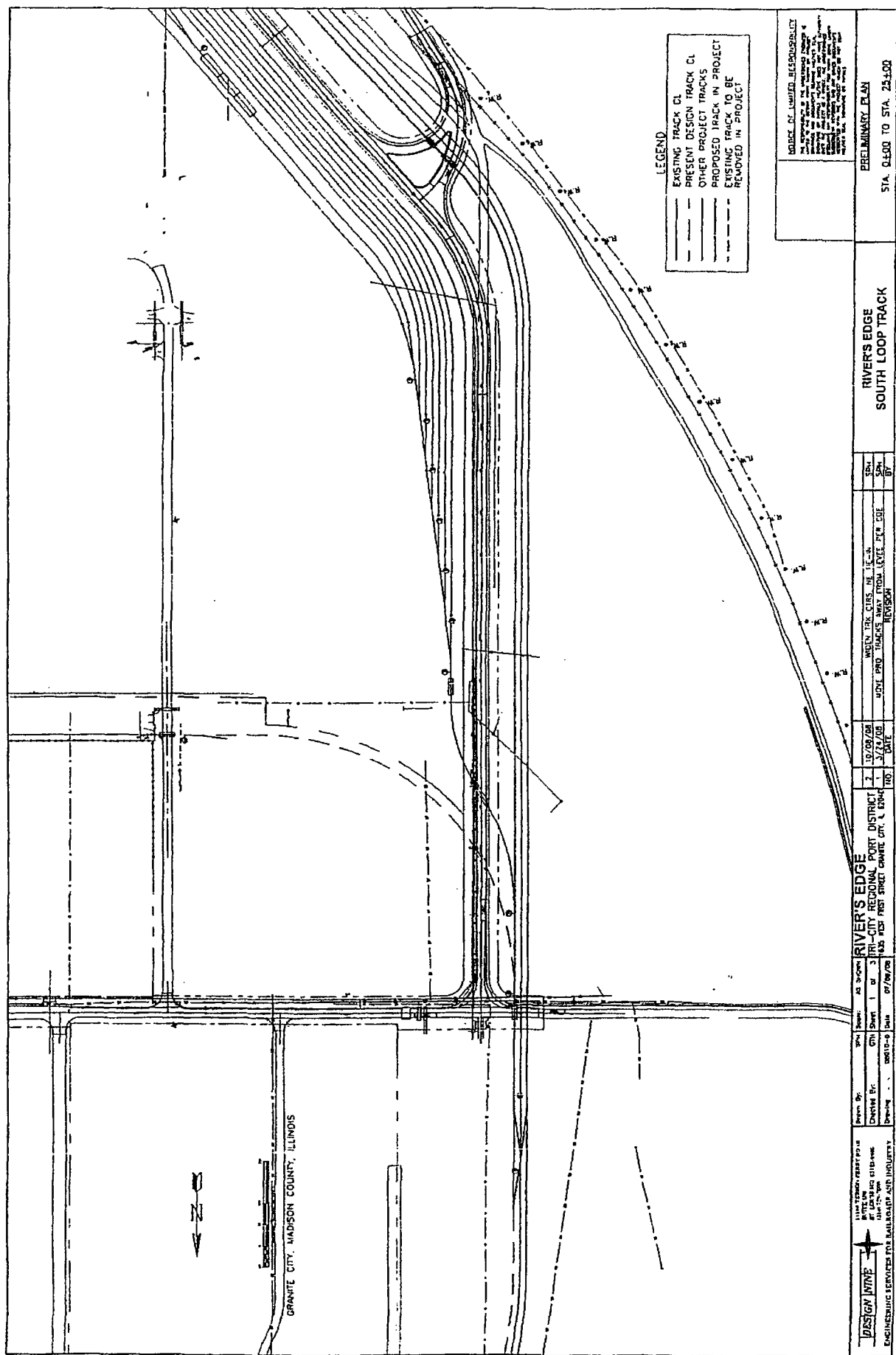
The total cost of the investment taking into account the proposed FRA funded South Loop track project, public harbor and two new public terminals is \$35,000,000 which includes contingencies and engineering without Abengoa, who will be a primary user, investment; and, \$290,000,000 including the "Abengoa" ethanol manufacturing plant investment added to the cost/benefit calculation.

EXHIBITS

EXHIBIT I

DESIGN NINE, INC.		OPINION OF PROBABLE COSTS			
ENGINEERING SERVICES FOR RAILROADS AND INDUSTRY		Project Description and Location TRI-CITY REGIONAL PORT DISTRICT RIVER'S EDGE			
11166 TESSON FERRY ROAD ST. LOUIS, MO (314) 728-7600		Construct Inside Track For South Loop Track, Grading All 3 Tracks including all turnouts with Ethanol Plant Connections Complete In Granite City, Madison County, Illinois			
Job Number: 6107	Prepared by: G.T. Hay	Checked by:	Date: 09/26/2008	Sheet: 1	of: 2
ITEM AND DESCRIPTION	UNIT	QUANTITY	RATE	AMOUNT	TOTAL
LABOR AND EQUIPMENT					
Mobilization/demobilization	L.S.	1	\$5,000.00	\$5,000	
Utility adjustment/protection- overhead electric	LOC.	4	\$9,500.00	\$38,000	
Utility adjustment/protection- underground comm.	LOC.	2	\$2,500.00	\$5,000	
Utility adjustment/protection- san/storm sewer	L.F.	80	\$150.00	\$12,000	
Utility adjustment/protection- underground waterline	LOC.	5	\$2,500.00	\$12,500	
Relocate fire hydrant	Each		\$5,000.00		
Pollution Prevention Control	ACRE	19	\$4,000.00	\$76,000	
Exc to emb & waste incl light clearing and grubbing	C.Y.	24,500	\$8.00	\$196,000	
Clearing and grubbing- heavy	Acre		\$6,000.00		
Fertilize, seed and mulch	Acre	8	\$1,200.00	\$9,600	
Remove and dispose existing drainage structures	Each		\$3,000.00		
Place drainage structures 18" diameter	L.F.	140	\$30.00	\$4,200	
24" diameter	L.F.	446	\$40.00	\$17,840	
30" diameter	L.F.	180	\$50.00	\$9,000	
Grade crossing 6" diameter underdrains	L.F.	912	\$10.00	\$9,120	
Rip rap placement	N.T.	60	\$15.00	\$900	
Sawcut pavement	L.F.	332	\$5.00	\$1,660	
Breakup, remove & dispose of pavement	S.Y.	3,596	\$3.00	\$10,788	
Place and compact subballast (8")	N.T.	23,800	\$15.00	\$357,000	
Construct track	T.F.	7,882	\$35.00	\$275,870	
Thermite welds	Each	136	\$300.00	\$40,800	
Construct and place AREMA No. 8 turnout	EACH	8	\$10,000.00	\$80,000	
Construct and place UPRR Std No. 11 turnout	EACH	1	\$25,000.00	\$25,000	
Construct and place Rail Crossing	EACH	2	\$20,000.00	\$40,000	
Construct concrete slab at waterline & rail crossing	C.Y.	370	\$500.00	\$185,000	
Direct fixation track construction	T.F.		\$50.00		
Unload track ballast	N.T.	9,685	\$8.00	\$77,480	
Unload and place walkway ballast	N.T.	1,681	\$5.50	\$9,246	
Surface, line and dress track and turnouts	T.F.	10,602	\$6.00	\$63,612	
Install full depth solid rubber grade crossing surface	T.F.	72	\$175.00	\$12,600	
Install solid timber/asphalt grade crossing surface	T.F.		\$200.00		
Install 4-board timber/asphalt grade crossing surface	T.F.	64	\$125.00	\$8,000	
Place asphalt for grade crossings and approaches	S.Y.	453	\$55.00	\$24,915	
Install rubber pedestrian crossings	T.F.		\$300.00		
Install railroad cross buck and other signs	EACH	4	\$600.00	\$2,400	
Install highway guard rail with signs and posts	L.F.	60	\$75.00	\$4,500	
Pavement markings for grade crossings	LOC.	6	\$1,500.00	\$9,000	
Remove, dismantle and properly stockpile turnout	EACH		\$7,500.00		
Remove, dismantle and properly stockpile track	T.F.	331	\$10.00	\$3,310	
Close and barricade roadway	L.S.	1	\$10,000.00	\$10,000	
Install flasher lights and gates	LOC.	4	\$25,000.00	\$100,000	
Furnish, install radio controlled power operated TO	LOC.	2	\$35,000.00	\$70,000	
Total Labor and Equipment					\$1,806,341
NOTE: No railroad protection insurance costs are included					
Some underground utilities may already be properly protected and not require additional work					
Light clearing and grubbing considered incidental to the grading work					
Assumes ABENGOA Ethanol Plant Trackage in place					

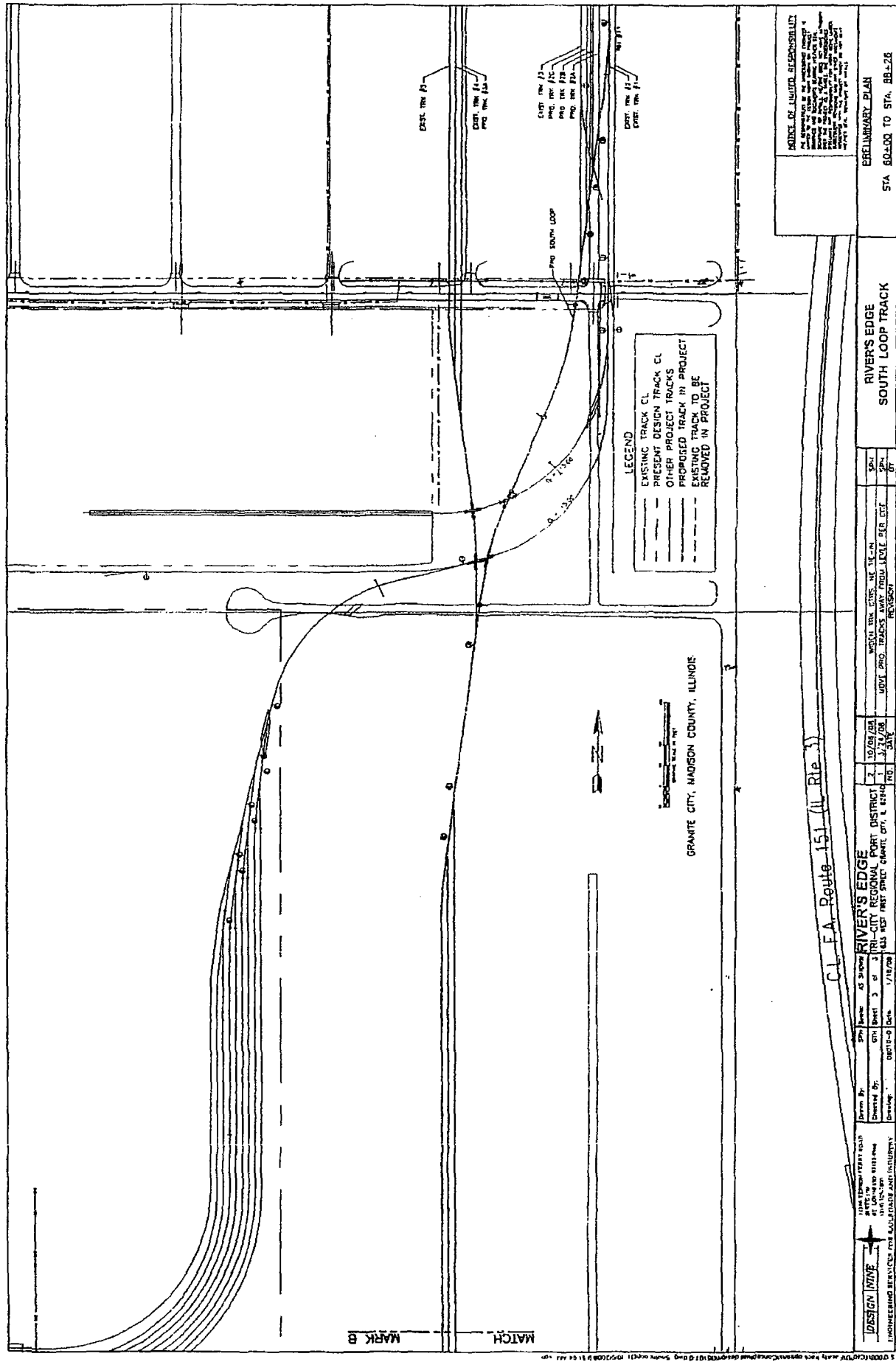
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ENGINEERING SERVICES FOR RAILROADS AND INDUSTRY 11166 TESSON FERRY ROAD ST. LOUIS, MO (314) 729-7600		Project Description and Location TRI-CITY REGIONAL PORT DISTRICT RIVER'S EDGE									
		Construct Inside Track For South Loop Track, Grading All 3 Tracks including all turnouts with Ethanol Plant Connections Complete In Granite City, Madison County, Illinois									
Job Number:	6107	Prepared by:	G.T. Hay		Checked by:	Date:	09/26/2008	Sheet:	2	of:	2
ITEM AND DESCRIPTION				UNIT	QUANTITY	RATE	AMOUNT	TOTAL			
MATERIAL											
Annular 2-2/3"x1/2" corrugated coated steel pipes											
18" diameter, 16 gauge				L.F.	140	\$55.00	\$7,700				
18"dia 14 gauge 24" long connecting band				EACH	3	\$110.00	\$330				
24" diameter, 14 gauge				L.F.	446	\$75.00	\$33,450				
24"dia 14 gauge 24" long connecting band				EACH	20	\$150.00	\$3,000				
30" diameter, 14 gauge				L.F.	180	\$100.00	\$18,000				
30"dia 14 gauge 24" long connecting band				EACH	8	\$200.00	\$1,600				
6" diameter, perforated underdrains w/ end caps, tees, connecting bands and hardware				L.F.	912	\$15.00	\$13,680				
Rip rap				N.T.	60	\$20.00	\$1,200				
Subballast				N.T.	23,800	\$12.00	\$285,600				
Geotextile fabric				S.Y.	2,759	\$3.50	\$9,657				
Cross ties, 7"x9"x8'-6", industrial grade				EACH	4,767	\$45.00	\$214,505				
Cross ties, 7"x9"x9'-0", grade (in grade crossings)				EACH	91	\$60.00	\$5,440				
Tie plates, (AREMA plan 8)				EACH	9,715	\$10.00	\$97,149				
Spikes				KEG	160	\$100.00	\$16,030				
Rail 115# new (17,336 LF no turnout rail)				N.T.	302	\$1,800.00	\$543,858				
Thermite welds				EACH	136	\$150.00	\$20,400				
Rail anchors				EACH	9,715	\$2.00	\$19,430				
115# No. 8 AREMA T.O. w/timbers, rail & OTM				EACH	8	\$55,000.00	\$440,000				
115# No. 11UPRR Std T.O. w/timbers, rail & OTM				EACH	1	\$80,000.00	\$80,000				
136# Rail crossing				EACH	2	\$150,000.00	\$300,000				
Track ballast				N.T.	9,685	\$20.00	\$193,700				
Walkway ballast				N.T.	1,681	\$18.00	\$30,258				
Reinforce conc slab at waterline & rail crossing				C.Y.	370	\$250.00	\$92,500				
OTM for direct fixation of track to concrete				T.F.		\$25.00					
Furnish full depth rubber crossing				T.F.	72	\$200.00	\$14,400				
Furnish full depth rubber pedestrian crossing				T.F.		\$350.00					
Four board timber grade crossing surface				T.F.	64	\$125.00	\$8,000				
Solid timber grade crossing surface				T.F.		\$200.00					
Timber screws				EACH	171	\$2.00	\$341				
Asphalt for grade crossings and approaches				N.T.	149	\$90.00	\$13,454				
Cross buck and other signs (with timber posts)				EACH	4	\$350.00	\$1,400				
Highway guard rail with signs and posts				L.F.	60	\$50.00	\$3,000				
Flasher lights and gates				LOC.	4	\$50,000.00	\$200,000				
Total Material								\$2,668,082			
Contingencies				%	\$4,474,423	15.0%	\$671,163				
Engineering				%	\$5,145,586	5.0%	\$257,279				
TOTAL ESTIMATED PROJECT COST								\$5,402,865			



- LEGEND**
- EXISTING TRACK CL
 - PRESIDENT TRACK CL
 - OTHER PROJECT TRACKS
 - PROPOSED TRACKS IN PROJECT
 - EXISTING TRACKS TO BE REMOVED IN PROJECT

NOTICE OF LIMITED RESPONSIBILITY
 The undersigned hereby certifies that the design of the project was prepared by the undersigned or under the direct supervision and seal of the undersigned, and that the undersigned is a duly licensed Professional Engineer in the State of Illinois, and that the undersigned is not providing engineering services for the railroad and industry.

DESIGN FIRM ENGINEERING SERVICES FOR RAILROAD AND INDUSTRY		DRAWN BY: [] CHECKED BY: [] DATE: 07/06/08		SHEET NO. 1 OF 3 PROJECT NO. 07/06/08		RIVER'S EDGE TRI-CITY REGIONAL PORT DISTRICT 100 WEST FIRST STREET GRANITE CITY, ILLINOIS		DATE: 10/09/08 BY: [] CHECKED BY: [] REVISION:		RIVER'S EDGE SOUTH LOOP TRACK		PRELIMINARY PLAN STA. 0+00 TO STA. 25+00	
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NOTICE OF LIMITED RESPONSIBILITY
 ALL INFORMATION IS FOR INFORMATIONAL PURPOSES ONLY. THE ENGINEER HAS NOT CONDUCTED A FIELD SURVEY OF THE PROJECT. THE ENGINEER HAS NOT CONDUCTED A FIELD SURVEY OF THE PROJECT. THE ENGINEER HAS NOT CONDUCTED A FIELD SURVEY OF THE PROJECT.

DESIGN NAME		RIVER'S EDGE		RIVER'S EDGE		SOUTH LOOP TRACK		PRELIMINARY PLAN	
DRAWN BY		DATE		DATE		DATE		DATE	
CHECKED BY		DATE		DATE		DATE		DATE	
APPROVED BY		DATE		DATE		DATE		DATE	
PROJECT NO.		SHEET NO.		SHEET NO.		SHEET NO.		SHEET NO.	
PROJECT NO.		SHEET NO.		SHEET NO.		SHEET NO.		SHEET NO.	

River's Edge South Harbor
Tri-City Regional Port District
Madison County, Illinois

Purpose. This report provides a summary of the planned River's Edge South Harbor.

Project Location. The Tri-City Regional Port District (TCRPD) is a special purpose unit of Madison County, Illinois local government. It was created by the State of Illinois in 1959, with the legislative mandate to enhance the port and intermodal freight transportation system in its territory, to facilitate business development and foster job creation. The Port District, in partnership with private-sector river terminal companies and industry, currently operates a 360 acre port facility and industrial park north of and adjacent to Mississippi River Locks No. 27 on the Chain of Rocks Canal and an adjacent 840 acre mixed-use industrial park, business campus and warehouse/transportation park south of Locks No. 27, collectively named the "River's Edge;" situated in southwestern Madison County.

The 840 acre component of the River's Edge complex was the former U.S. Army's Charles Melvin Price Support Center (CMPSC). In October 2000, the U.S. Congress passed and the President signed the "Tri-City Regional Port District Conveyance Act of 2000." The Act authorized the transfer of the CMPSC to the TCRPD; the organization designated to oversee redevelopment of the site. In addition, authorization for conveyance of this U.S. Army property was included in the National Defense Authorization Act of Fiscal Year 2001. Subsequently, after a re-assignment of the Army property to the Maritime Administration (MARAD), U.S. Department of Transportation, the MARAD conveyed the property to the TCRPD as a public benefit conveyance for port facility purposes. Plans for the redevelopment included the future construction of a new Mississippi River harbor and associated material transfer terminals to serve the needs of transportation, industry, and agricultural shippers.

The River's Edge South Harbor location is strategically significant because it is the only site in the United States which provides access to a combination of lock-free navigation on the inland waterway system from below Locks No. 27 to the Gulf of Mexico; access from six Class I rail carriers (BNSF, UP, KCS, CN, NS and CSX) through the adjacent Rail Corridor, and immediate access to four Interstate highways. All of these intermodal transportation assets provide a significant impetus for the planned harbor. The location is at approximate Mississippi River mile 183.5, left descending bank, downstream of Locks No. 27.

Project Background. In 1964, the U.S. Army Corps of Engineers (USACE) received initial Congressional authorization to study the St. Louis Harbor, gaining approval for further information gathering in 1971. The studies resulted in the development of a St. Louis Harbor Feasibility Report, submitted by the St. Louis District, USACE for higher level review in 1982. The report included endorsement of the Tri-City Regional Port as a proposed location for development of a new harbor and a recommendation for Federal cost sharing. The USACE Division Engineer and the USACE Board of Engineers for Rivers and Harbors recommended the plan; and in 1985, the St. Louis District initiated the preconstruction, engineering and design for the harbor project. The plan included extensive geotechnical work and other engineering and planning efforts. Although a reevaluation report was issued in May 1986, the USACE determined that it was necessary to withhold any further action.

In November 1986, the Water Resources Development Act of 1986 authorized the project for navigation. In 1987, the Assistant Secretary of the Army (Civil Works) recommended to Congress that the project remain in a deferred status. However, Congress appropriated funds for the project to continue in 1991 and 1992.

In June 1991, the TCRPD requested that the St. Louis District, USACE, consider alternatives for the harbor adjacent to existing port operations. In 1999, a follow-up request from the Port District suggested that the USACE add the Charles Melvin Price Support Center (CMPSC) as an alternative location to be evaluated. This request coincided with the Army's notification to Congress that the CMPSC was excess to their needs. After evaluating many possible locations in the St. Louis Harbor region, the USACE selected the CMPSC, now the River's Edge, as the most suitable location for a new harbor. (Interestingly, the U.S. Army built and operated a harbor at this exact site during World War II; and in 1998, the US Coast Guard proposed to rebuild a harbor facility at the same location) Even though this particular site was the recommended location for a new Mississippi River harbor, it did not result in a project with Federal financial participation due to constraints imposed by Federal water resource development policy at that time.

Since the transfer of the former U.S. Army CMPSC property to the TCRPD, the Port District has aggressively implemented a Redevelopment Plan to convert the property from military to civilian use, including consideration of additional public Mississippi River harbor facilities necessary for the overall development of the 1,200 acre River's Edge complex.

Project Purpose and Need. All the elements are present for this new River's Edge South Harbor to become another world class facility in Southwestern Illinois; and the TCRPD has the demonstrated capability to successfully manage its development and operation. The reach of the Mississippi River from Locks No.27 south through the St. Louis Harbor is one of the most critical segments of the inland river system. It is a significant point whereby tows are reconfigured as they move to and from the Upper and Lower Mississippi River navigation system and other connected river navigation systems. On average, this reach handles approximately 90,000,000 tons of freight per year. The new harbor is designed to operate in a manner that will ensure navigation safety both for the operations within the harbor and the passing up-bound and down-bound barge traffic.

The South Harbor will provide a needed intermodal transfer point downstream from Locks No. 27 for the River's Edge complex and redevelopment of the former CMPSC property. The intermodal freight transportation connections and access by rail and Illinois Route 3 are exceptional and multiple Interstate highways are only minutes away. Nearly 70 percent of all U.S. citizens live within a two-day drive of the harbor and over 62 percent of the country's business is conducted within the same radius. The central location, along with its intermodal freight connection provides complete intermodal connectivity, market access and a highly competitive cost structure for Midwestern agricultural and industrial shippers. As mentioned, six Class I rail carriers (BNSF, UP, KCS, CN, NS and CSX) have main line track adjacent to River's Edge. The harbor's on-site freight opportunities are present in the 1,200 acre development.

Redevelopment of the River's Edge re-establishes this complex as a freight center which existed 60 years earlier when operated as a U.S. Army Engineer Depot and restores connection to the rail, highway and water freight transportation system currently in existence. In addition, re-utilization of this entire facility in combination with the proposed South Harbor project minimizes secondary impacts upon the environment that would occur if an intermodal freight center was developed in any other location.

In the past six years, leases with private companies for areas and/or facilities within the River's Edge complex have grown from 30 in 2001 to 90 in 2008. A new 88 million gallon per year ethanol manufacturing plant is under construction and expected to be fully operational in 2009. The TCRPD has invested \$5 million in roadways and rail tracks which are currently under construction and will serve the new River's Edge South Harbor. Currently, 800 individuals are employed in the mixed use of River's Edge Industrial/Transportation Park. Over 1.7 million square-foot of warehouse space exists at this location. In addition, the area is approved as a Foreign Trade Zone and provides economic development incentives available through its Enterprise Zone designation and Tax Increment Financing authority.

Project Description. Planned as a public, commercial, inland navigation harbor, the project will include construction of an off-channel harbor, barge loading and unloading facilities, barge mooring facilities and access roads. This project will be implemented in two phases.

Phase 1 will include all required excavation, fill placement riverside and landside of the levee, backline rock stabilization, installation of two 35 foot x 200 foot captive dock barges secured by one center sheet pile cell (30 foot diameter) and an two additional sheet pile cells (19 foot diameter) using one on each end of the two dock barges; four (4) tri-pod dolphins placed along the downstream in-harbor angle, installation of a bi-directional conveyor to transfer product between barges and trucks or rail; mooring devices designed to safely secure barges in the harbor, and the initial phase access road. In addition, as a precedent to Phase 2, a general cargo dock fill placement is included in the Phase 1 construction.

Phase 2 includes a 400 foot long sheet pile wall designed to function as a general cargo dock and an additional access road to support this phase. Future market conditions will influence implementation of the second phase.

The harbor will serve as a fully operational public terminal for both liquid and dry bulk products. Transfer of products to and from barge will be supported by a public receiving station directly associated with rail and road connections and surge storage. Initially, liquid products such as ethanol, biodiesel and other compatible products will be transferred as well as dry bulk commodities including dry distillers grain and soluble (DDGS).

South Harbor Development Plan Summary

Location

Madison, Illinois; Mississippi River mile 183.5, left descending bank; downstream Locks No. 27.

Characteristics

Off channel harbor

Mechanical excavation

3 on 1 slope armored with rip rap

Work platform elevation 430.0 (levee top elevation 440.0)

Trapezoid configuration (based on zero St. Louis gage – elevation 379.9)
Setback from channel: approximately 400'
Side parallel to channel: 650'
Two angled sides: approximately 600'
Overall opening: approximately 1,600'
Depth: Excavated to elevation 365.0

Phase 1: Barge-dock facilities

Two 35' x 200' captive dock barges secured by one center cell (30'diameter) and two (2) end cells (19' diameter)

Four (4) tri-pod mooring dolphins at the downstream in-harbor angle

Phase 2: General cargo dock at upstream in-harbor angle

Sheet pile wall (400' length)

Ancillary Facilities

Public bulk liquid and dry terminals

Rail and road connections

Surge storage

Access roads developed in two phases

Significant Factors Influencing Harbor Design and Development.

Chain of Rocks Canal Trail Dike Improvement. An existing dike at Mississippi River mile 181.7 (L) was raised and extended downstream from the entrance to Locks No. 27 to the Merchants Rail Bridge. The purpose of this river engineering project is to alleviate a chronic siltation and dredging problem and to modify flow patterns which will improve navigation safety. Previously, this area was dredged every year. As a result, it is anticipated that dredging requirements for the new harbor will be minimal. In terms of navigational safety, extending this trail dike south enables down-bound tows to transit this area without incurring the force of the crossing current above the Merchants Bridge. Extending slack water to the Merchants Bridge abutments gives the pilot more time to get a correct tow set for the McKinley, Martin Luther King and Poplar Street Bridge spans. For the River's Edge Harbor, this means that for the majority of the year the entrance and exit from the harbor is in static water conditions, allowing for safer navigation conditions.

Harbor Design and Location. The harbor is designed to safely accommodate inbound and outbound harbor tug movements. Harbor operations will rely on spots and pulls from St. Louis Harbor fleets. Therefore, the harbor will not be landing line haul traffic. Harbor tugs can reposition barges in the harbor without infringing on the main navigation channel. Generally, there will only be one spot/pull per 24-hour period. Occasionally, river traffic through Locks No. 27 is delayed. As a result, tows must temporarily hold against the riverbank while waiting to pass through the locks. For up-bound tows, they typically hold against the Illinois riverbank at various locations downstream of the locks. Development of the new South Harbor will not impede this past practice. Harbor operations will adjust as necessary to work with the navigation industry during these periods when delays must be accommodated.

Safety and Security. Navigation safety and security are paramount in the design and operation of this harbor. As such, it will include a typical modern barge terminal facility for liquid and dry bulk products. Specifically, the design minimizes impact on maritime activities by minimizing disturbance of the waterfront and navigation channel; maneuvering barges within the harbor footprint; utilizing barge moorings designed to accommodate the "drawdown wave" from passing tows; by providing a standby auxiliary harbor safety workboat that will remain in the harbor at all times; and initially, all liquid barges will be secured with a dedicated harbor tug. In addition, operational plans call for development of a "Facility Response Plan" (emergency response action plan required by U.S. Environmental Protection Agency and the U.S. Coast Guard); "Facility Security Plan" (required by U.S. Department of Homeland Security/U.S. Coast Guard); and an "Operation Manual" (USCG requirement). A preliminary Harbor Operations Plan has been formulated and coordinated with recognized inland navigation industry groups.

Environmental Conditions. Evaluation of harbor alternatives in this reach of the Mississippi River has been extensive and opportunities to avoid or minimize any jurisdictional wetland impacts resulting from the planned navigation facility have been fully considered. The effects of the harbor construction and operations on environmental conditions have been determined to be reasonable based on the specific site and the water dependent nature of the project. However, any required compensatory mitigation will be appropriately planned and implemented.

Harbor Project Funding and Support. The South Harbor project is viewed favorably by various government, private and civic organizations primarily due to the diligence applied to ensure the harbor and all related facilities are designed for safe navigation and operation, minimize negative effects on the environment to the extent possible and provide value added regional economic benefits. Specific demonstrations of Federal, State and Local support include:

In 2004, The Federal Railroad Administration, U.S. Department of Transportation and Economic Development Administration and U.S. Department of Commerce provided \$2,390,000 to the Tri-City Port District to build a rail track to serve the new harbor;

The Department of Defense and Office of Economic Adjustment provided \$1 million to repair the port's foreign trade zone warehouses which will integrate with harbor operations;

In 2006, The Federal Highway Administration provided \$800,000 to pave Bissell Street, which will provide road access to the new harbor;

In 2007, The State of Illinois provided \$1,962,000 for rail track and roadway improvements contributing to the intermodal mix provided by the new harbor; and

Madison County Provided \$460,000 to fund Wharf Street roadway improvements and to create an Enterprise Zone to support new harbor users.

Preliminary Cost Estimate of Harbor

<u>Activity</u>	<u>Cost</u>
Wet Excavation (below 380.1)	\$ 3,178,040
Dry Excavation	\$ 2,907,190
Rip-Rap Bank	\$ 833,250
Erosion Control	\$ 200,000
Seeding, Fertilizer, Mulching	\$ 240,000
Utility Adjustments	
Relief Wells (9 @ 50,000)	\$ 450,000
Elect. Poles	\$ 100,000
Waterline (6")	\$ 100,000
Gas Pipeline (explorer)	\$ 70,362
Roadway	\$ 150,000
Mooring barges (2)	\$ 1,600,000
Barge Guide winching and breasting system	\$ 1,400,000
3 River Cells (one 30'; Two 19')	\$ 1,200,000
Work Boat	\$ 150,000
Wetlands Mitigation Cost	\$ 800,000
Harbor Design & Construction Engineering	<u>\$ 500,000</u>
Total Harbor Cost	\$13,878,842
Contingency	<u>\$ 1,387,884</u>
TOTAL	\$15,266,726

Preliminary
Harbor Operations Plan
for the
River's Edge South Harbor
Tri-City Regional Port District

1. Inbound and Outbound Vessel Movement. Characteristics of the proposed harbor including its location, configuration and related design features will combine to ensure both efficiency and safety. Sufficient space will be available to maneuver all inbound and outbound barges within the overall harbor limits; thereby eliminating any need to work barges outside the harbor or infringe upon the navigation channel. As a result, operations within this harbor will not impede navigation or create any safety concerns for passing vessels.
2. Typical harbor operations will use the following procedures:
 - a. One (1) liquid or dry bulk transient barge will be loaded/unloaded most of the time.
 - b. Additional standby transient barges will be positioned and secured at the four downstream in-harbor angle tri-pod dolphins.
 - c. As required, harbor tugs will be available for shifting and spotting barges. In addition, harbor tugs will be dedicated to each liquid barge initially.
 - d. An auxiliary work boat will also be available in the harbor to ensure safe operations. The primary purpose of this vessel is to provide additional capability, as needed, to secure and manage barges in the harbor or for emergencies.
3. Estimated Daily Vessel Operations. Harbor usage is estimated based on the initial requirements generated from the ethanol plant for shipment of ethanol and dry distillers grain and soluble (DDGS); and an estimate of future public requirements for both dry and bulk tonnage. Therefore, this represents an initial need to load, on average, one (1) barge per day and a planned need to load approximately two (2) barges per day based on a six (6) day workweek. No more than two to four barges are expected to utilize the harbor at any one time. Phase 2 of the harbor plan includes a general cargo dock designed for the upstream harbor angle; however, construction of this 400 foot long sheet pile wall will necessarily hinge on future market conditions.
4. Barge Loading and Unloading Durations. The planned terminal equipment is expected to produce rates for dry and liquid bulk as follows.
 - a. Loading:
 - Dry bulk – 1,600 tons per hour
 - Liquid bulk – 2,000 to 2,400 gallons per minute
 - b. Unloading:
 - Dry bulk – 800 tons per hour
 - Liquid bulk – 2,000 to 2,400 gallons per minute

5. Vessels Using the Harbor:

- a. Barges: Typically, barges measuring 200 feet long and 35 feet wide will be used; occasionally, liquid barges up to 297 feet long and 54 feet wide could be needed.
- b. Towboats. Harbor tugs, typically measuring 75 feet long and 32 feet wide, will normally be operated in the harbor; however, the harbor is designed to accommodate larger towboats.
- c. Auxiliary Harbor Work Boat. To ensure safe harbor operations, a standby boat will be available. This vessel is expected to be approximately 26 feet long and 12 feet wide powered by twin engines ranging from 230 to 350 total horsepower.

6. Permanent Barges and Structures. These permanent features include:

- a. Two (2) captive dock barges measuring 200 feet long and 35 wide secured by one sheet pile cell (30 foot diameter) in the center of the two dock barges and an additional sheet pile cell (19 foot diameter) on each end of the two dock barges; and
- b. Four (4) tri-pod dolphins (36 inch steel pipe for the primary vertical support) placed along the downstream harbor angle.

7. Method to secure Permanent Dock Barges. Placed within the single 30 foot diameter cell and two 19 foot diameter cells, these captive barges will be secured using a tested barge guide system which allows the dock barges adjust to changes in river elevation.

8. Methods to secure barges during loading/unloading at dock barges. Due to the wave drawdown effect from passing tows, it is necessary to ensure that all barges in the harbor are adequately secured to prevent inadvertent release into the main navigation channel.

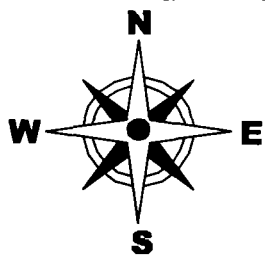
Four elements, presented below, will be employed in the South Harbor design and operation.

- a. Pull cable system. The primary purpose of this device is to pull a barge along dock barges during loading/unloading, but it also provides a connection between the barge and the permanent dock barges.
- b. Breasting system. This device is designed to hold a barge against the permanent dock barges; thus keeping the barge in a secure position during load/unloading operations.
- c. Barge tie offs. The ends of the barges will be securely tied to the permanent dock barges during loading/unloading.
- d. Auxiliary Harbor Work Boat. As mentioned previously, this boat will provide backup for the pull cable system, the breasting system and the barge tie-offs. Due to its size and horsepower, this boat can be operated by unlicensed personnel; thus, contributing to its versatility and availability. The horsepower and size of this harbor safety boat is based on recommendations from persons actively involved in similar harbor operations.

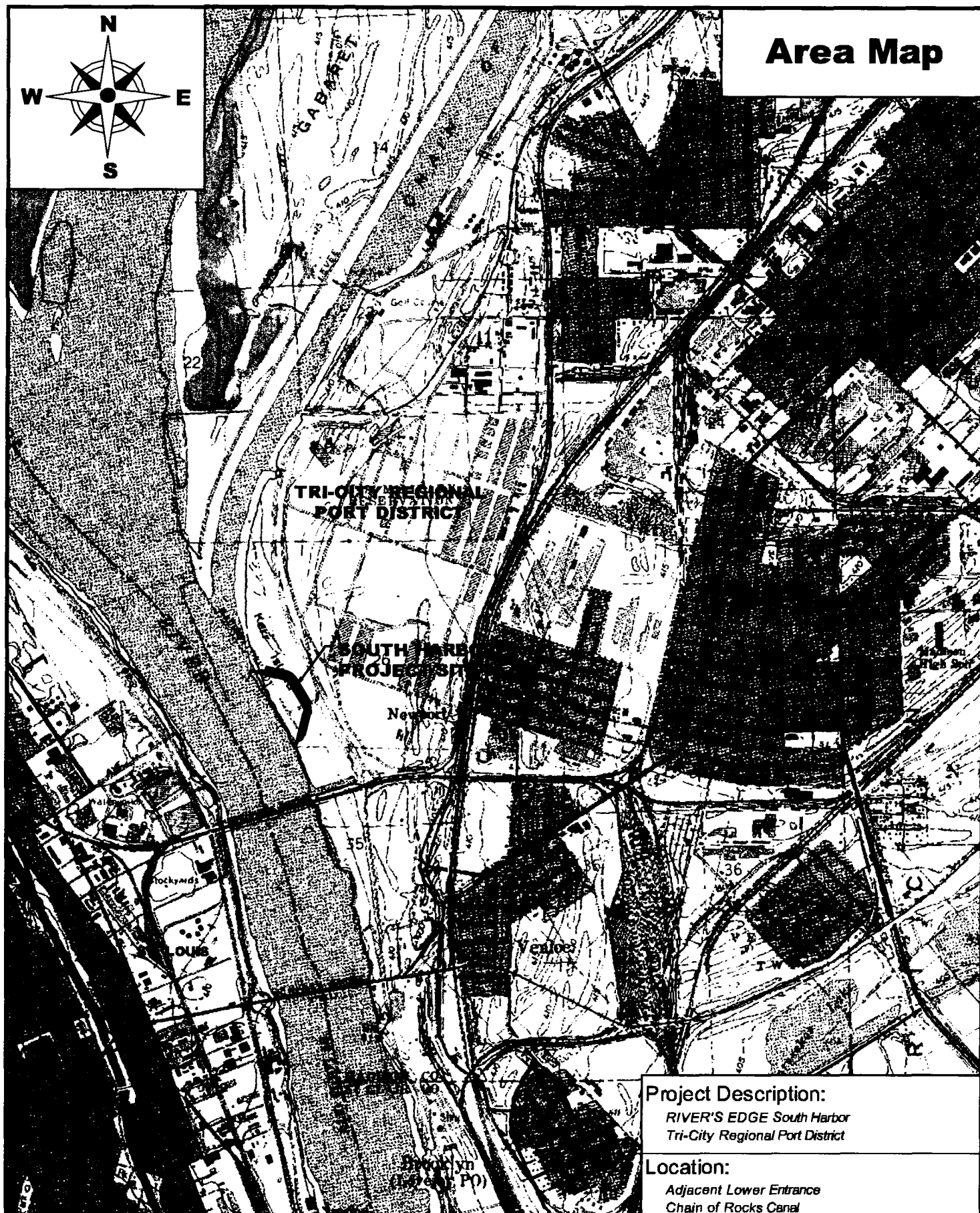
9. Methods to secure barges positioned at downstream harbor angle tri-pod dolphins.

- a. Four (4) dolphins located along the downstream harbor angle will provide secure mooring for barges standing by for loading/unloading. Barges will be secured to each dolphin using cables attached to sliding "D" rings.
- b. The Auxiliary Harbor Work Boat will also be available.

- 10. Temporary tie-off location.** This particular harbor site is situated in an area where tows have traditionally tied off or temporarily held against the bank when necessary due to circumstances such as lock delays. The opportunity to continue this practice will be maintained. Harbor operators will cooperate with the industry during these periods to ensure continued availability of this location for this purpose when necessary.



Area Map



USGS MAP: GRANITE CITY QUARDANGLE, ILLINOIS-MISSOURI
SCALE: 1"=2,500'

Project Description:

RIVER'S EDGE South Harbor
Tri-City Regional Port District

Location:

Adjacent Lower Entrance
Chain of Rocks Canal
Madison, IL
Mississippi River Mile 183.5 Left Descending Bank

Date: 11/20/2008

Sheet 1 of 28



Location

Project Description:

*RIVER'S EDGE South Harbor
Tri-City Regional Port District*

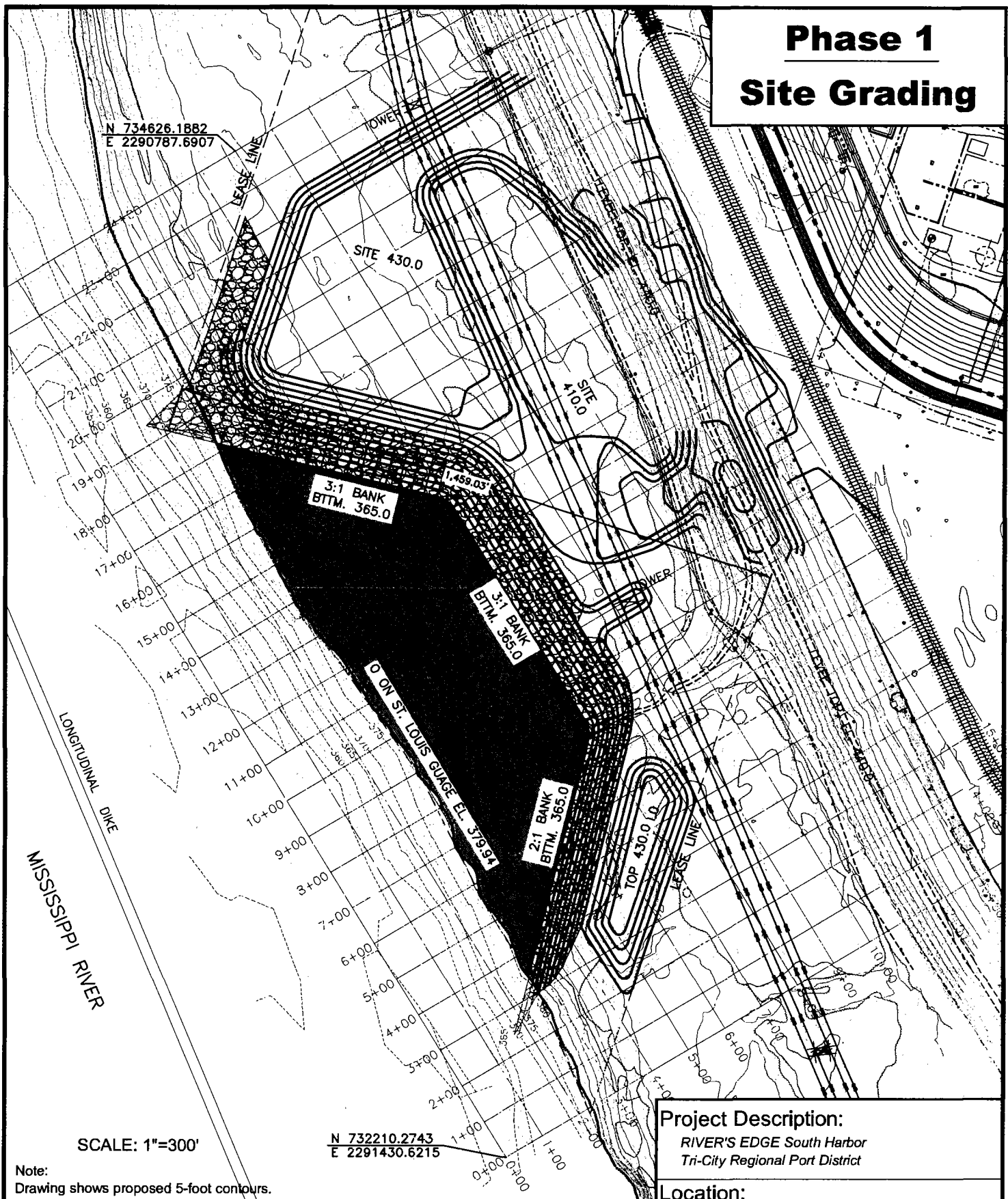
Location:

*Adjacent Lower Entrance
Chain of Rocks Canal
Madison, IL
Mississippi River Mile 183.5 Left Descending Bank*

Date: 11/20/2008

Sheet 2 of 28

Phase 1 Site Grading



SCALE: 1"=300'

Note:
Drawing shows proposed 5-foot contours.

Project Description:

RIVER'S EDGE South Harbor
Tri-City Regional Port District

Location:

Adjacent Lower Entrance
Chain of Rocks Canal
Madison, IL
Mississippi River Mile 183.5 Left Descending Bank

Date: 11/20/2008

Sheet 3 of 28

LIST OF ADJACENT PROPERTY OWNERS

NO.	NAME	ADDRESS
1.	Department of the Army St. Louis District Corps of Engineers	1222 Spruce Street St. Louis, MO 63103-2833

Wetland Delineation

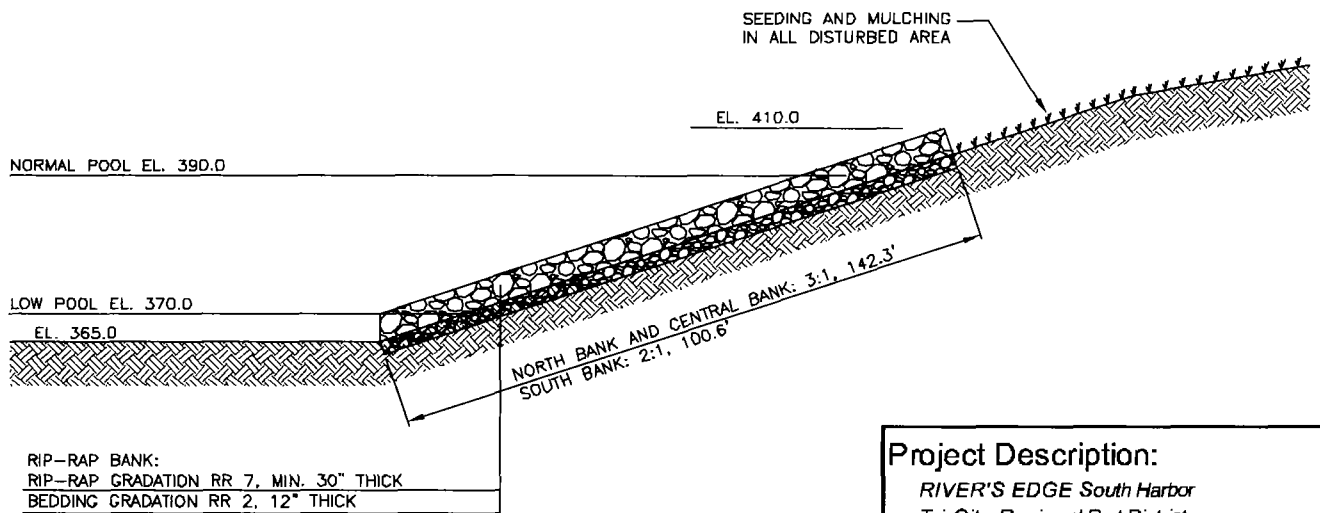
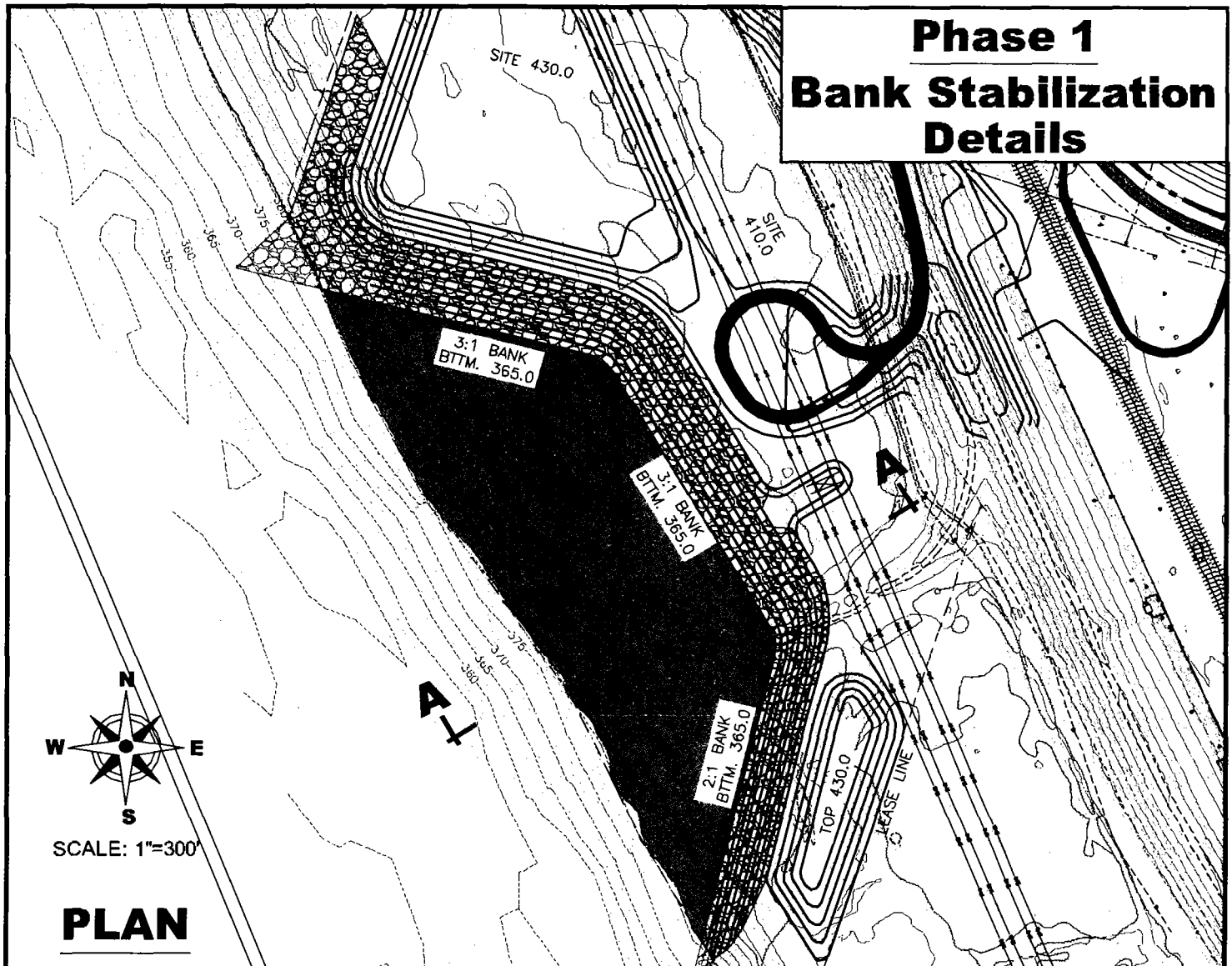
Project Description:
 RIVER'S EDGE South Harbor
 Tri-City Regional Port District

Location:
 Adjacent Lower Entrance
 Chain of Rocks Canal
 Madison, IL
 Mississippi River Mile 183.5 Left Descending Bank

Date: 11/20/2008 **Sheet 4 of 28**

Sheet 4 of 28

Phase 1 Bank Stabilization Details



Project Description:

RIVER'S EDGE South Harbor
Tri-City Regional Port District

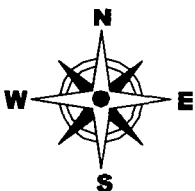
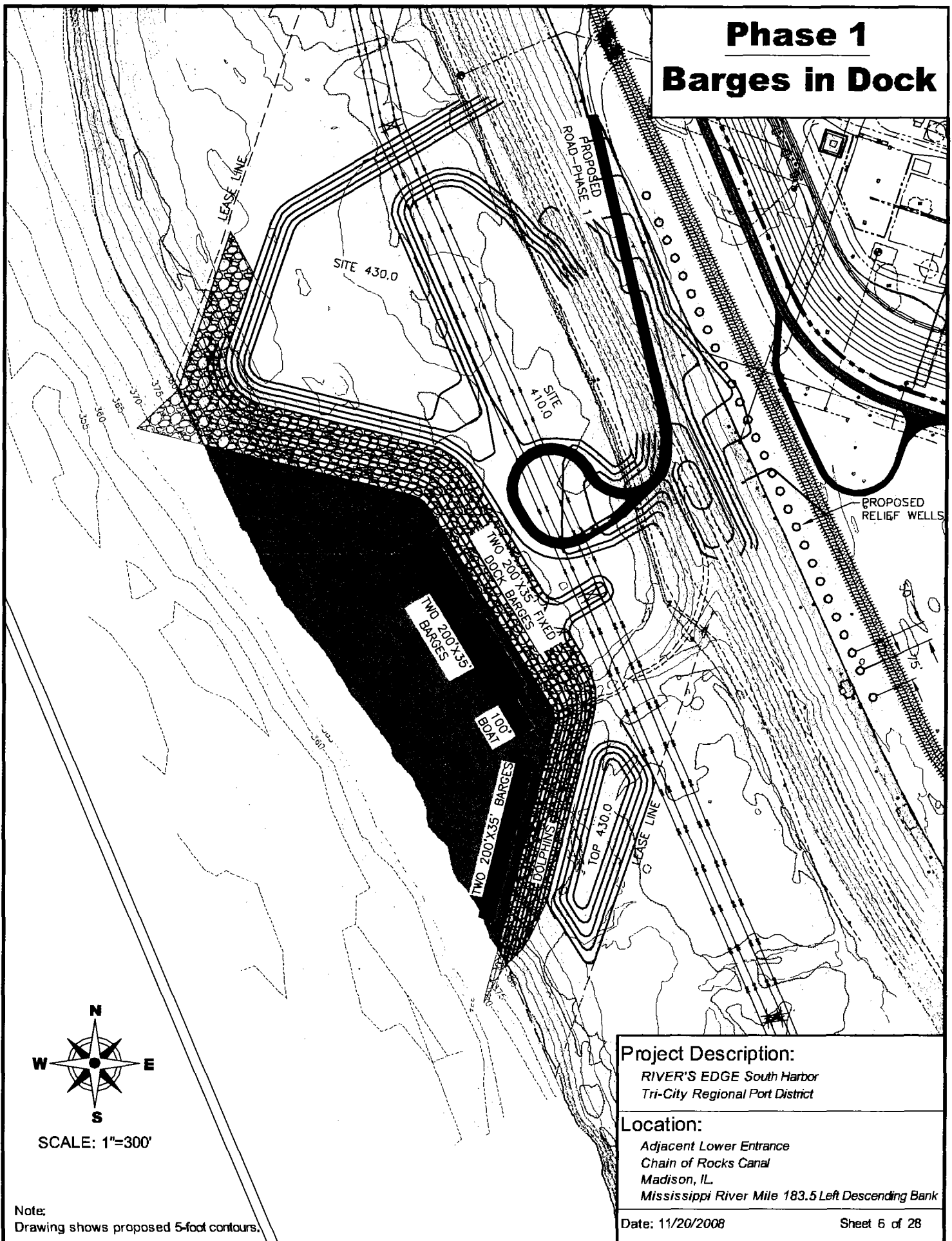
Location:

Adjacent Lower Entrance
Chain of Rocks Canal
Madison, IL.
Mississippi River Mile 183.5 Left Descending Bank

Date: 11/20/2008

Sheet 5 of 28

Phase 1 Barges in Dock



SCALE: 1"=300'

Note:
Drawing shows proposed 5-foot contours.

Barge Mooring Dolphins

LOCATION PLAN

DOLPHINS

TOP 430.0

LEASE LINE

SCALE: 1"=200'

N
W E
S

RECORDED HIGH WATER
437.25 (6-1-93)

EL. 440.0

EL. 420.0

EL. 400.0

ON ST. LOUIS
GAUGE EL. 379.94

EL. 365.0

APPROX. ELEV. OF
BEDROCK EL. 336±

1/2" CAP PLATE

1/2"x5' PLATE (3 SIDES)

30" DIA. x1/2" STEEL PIPE PILE
WITH SAND DRIVEN TO REFUSAL

20" DIA. x1/2" STEEL PIPE PILE
WITH SAND DRIVEN TO REFUSAL

TS 12x6x3/8" (3 PIECES
EACH LEVEL)

4

12

RIP-RAP

2:1 BANK

DETAIL
N.T.S.

MOORING LINE

30°

30°

PLAN

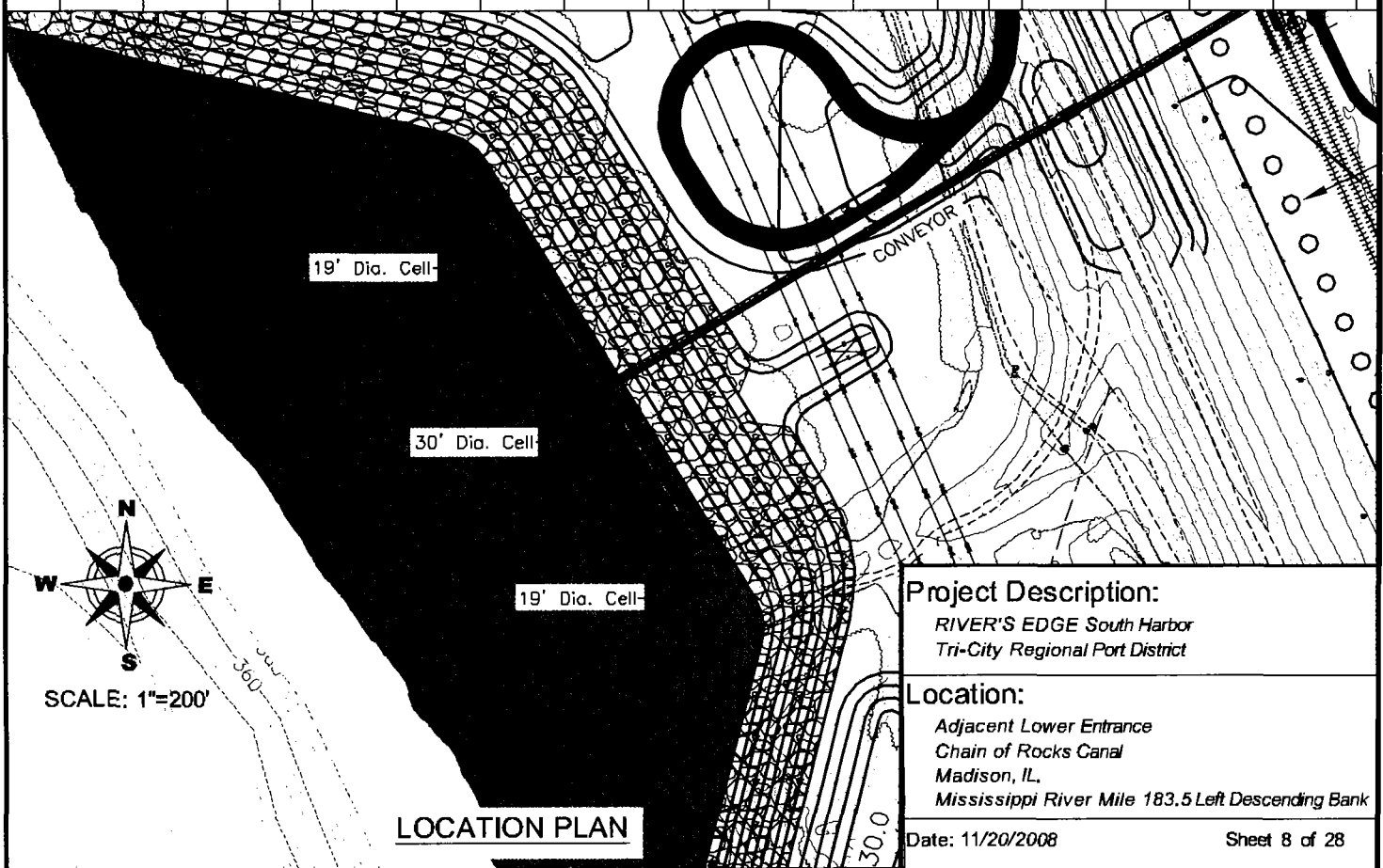
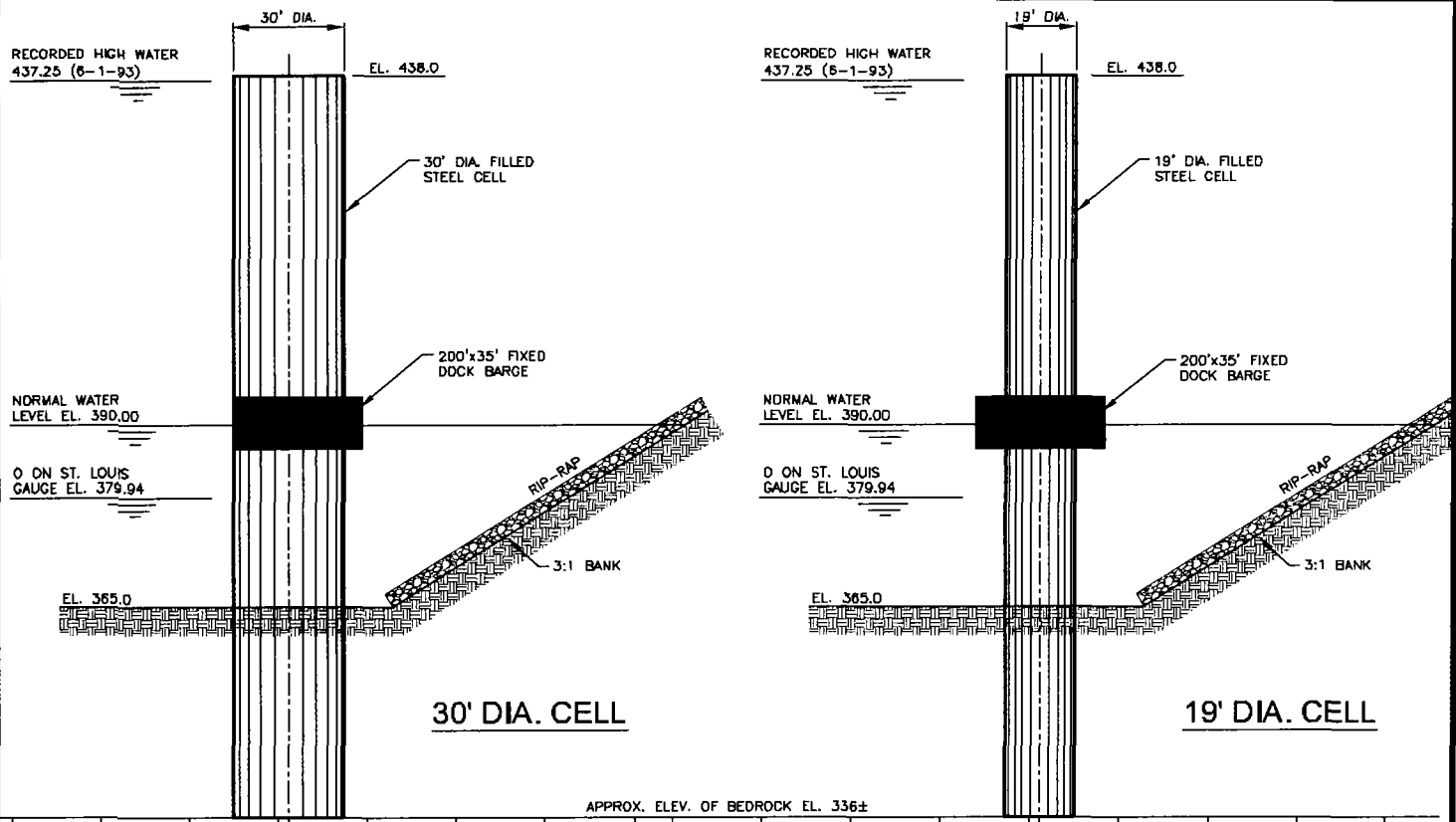
<p>Project Description:</p> <p>RIVER'S EDGE South Harbor Tri-City Regional Port District</p>
<p>Location:</p> <p>Adjacent Lower Entrance Chain of Rocks Canal Madison, IL. Mississippi River Mile 183.5 Left Descending Bank</p>
<p>Date: 11/20/2008</p>

Sheet 7 of 28

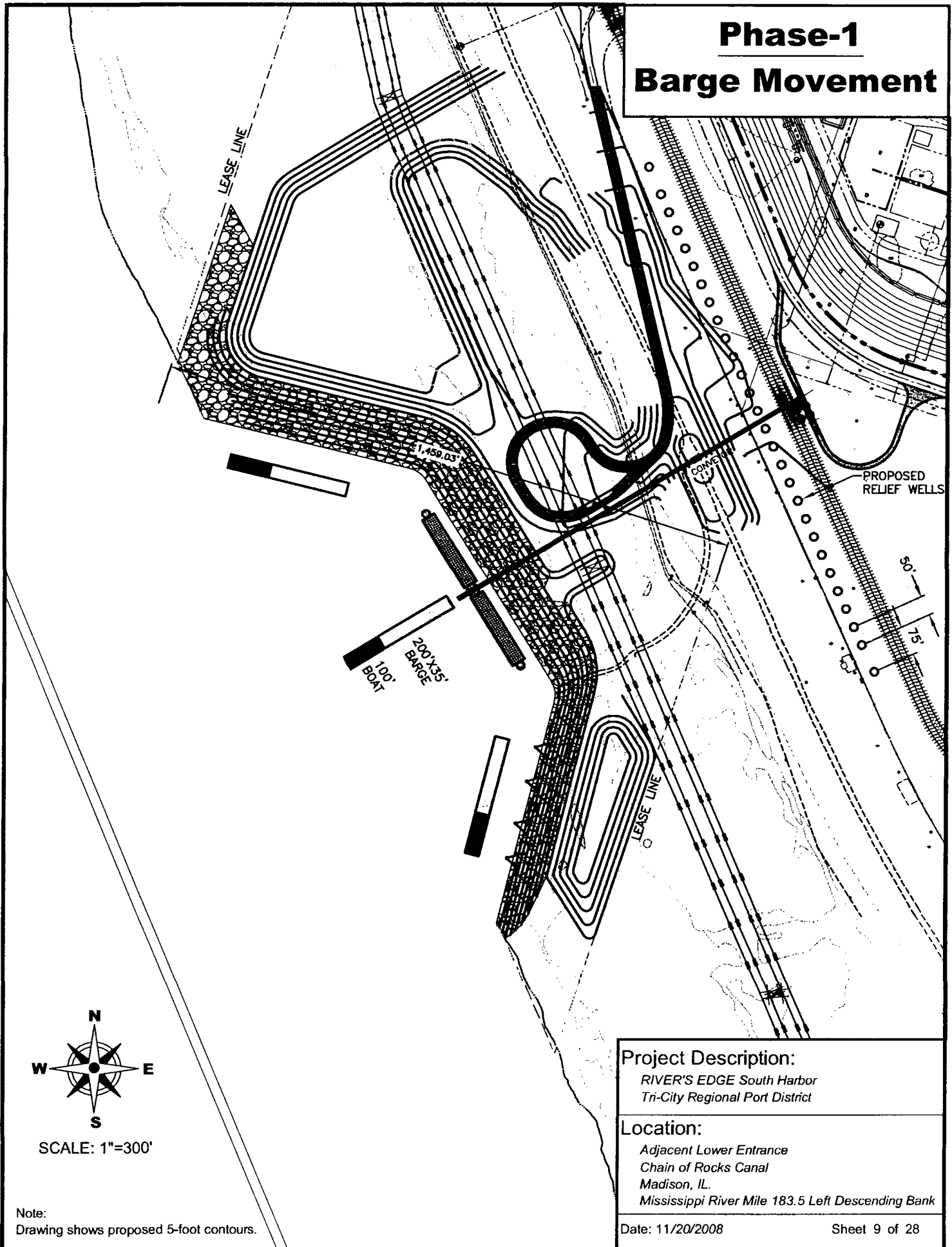
Barge Mooring Cells

DETAIL

N.T.S.



Phase-1 Barge Movement



Project Description:

RIVER'S EDGE South Harbor
Tri-City Regional Port District

Location:

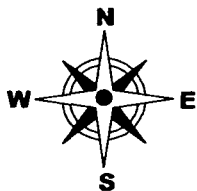
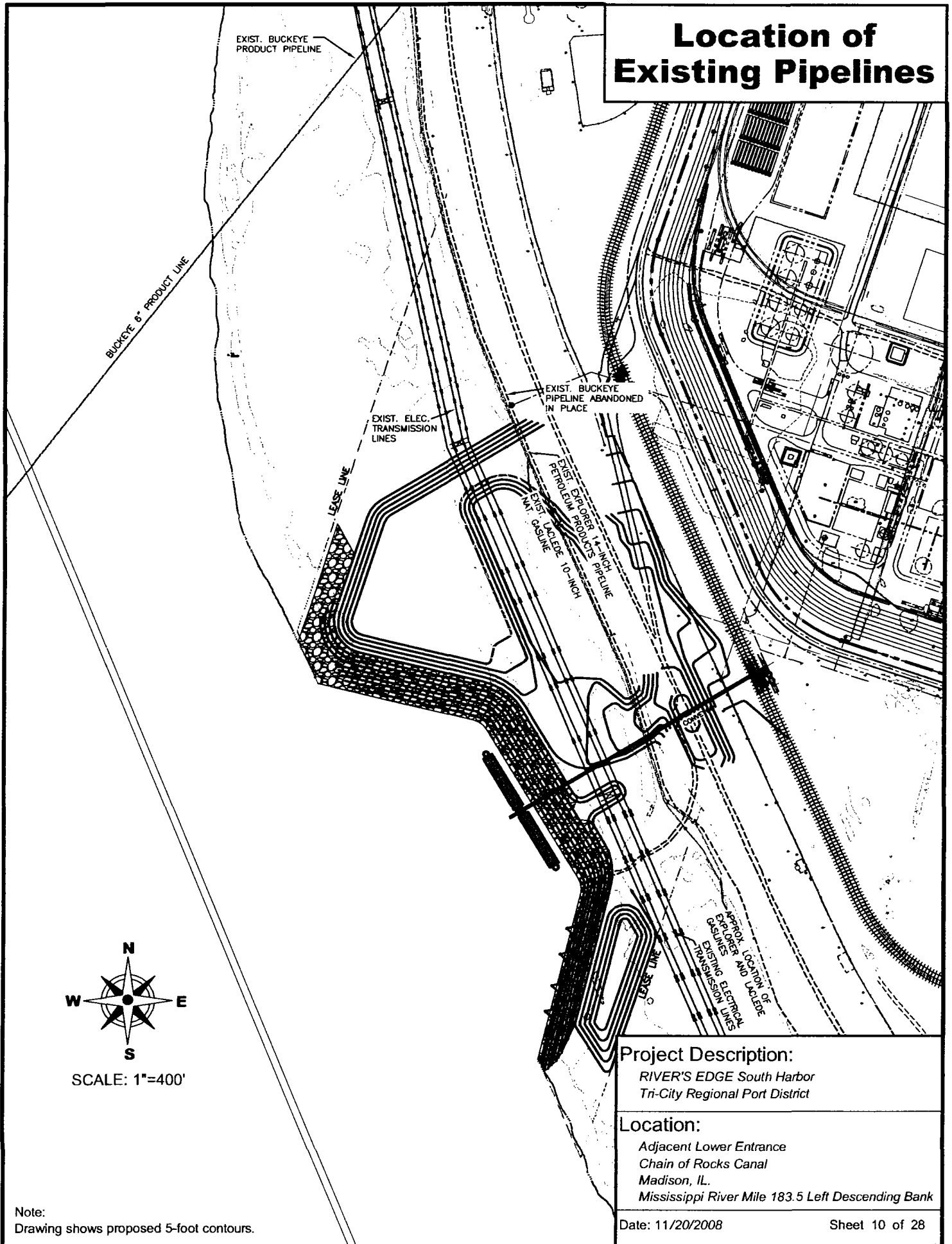
Adjacent Lower Entrance
Chain of Rocks Canal
Madison, IL
Mississippi River Mile 183.5 Left Descending Bank

Date: 11/20/2008

Sheet 9 of 28

Note:
Drawing shows proposed 5-foot contours.

Location of Existing Pipelines



SCALE: 1"=400'

Note:
Drawing shows proposed 5-foot contours.

Project Description:

RIVER'S EDGE South Harbor
Tri-City Regional Port District

Location:

Adjacent Lower Entrance
Chain of Rocks Canal
Madison, IL.
Mississippi River Mile 183.5 Left Descending Bank

Date: 11/20/2008

Sheet 10 of 28

Phase 2 General Cargo Dock

N 734626.1882
E 2290787.6907

PHASE 2
SHEET PILE WALL

SITE 430.0

400 FEET SHEETPILE WALL
PHASE 2

SITE 410.0

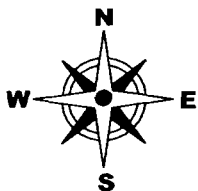
PROPOSED
RELIEF WELLS

400'±

TOP 430.0

LEASE LINE

N 732210.2743
E 2291430.6215



SCALE: 1"=300'

Note:
Drawing shows proposed 5-foot contours.

Project Description:

RIVER'S EDGE South Harbor
Tri-City Regional Port District

Location:

Adjacent Lower Entrance
Chain of Rocks Canal
Madison, IL.
Mississippi River Mile 183.5 Left Descending Bank

Date: 11/20/2008

Sheet 11 of 28

PROPOSED ROAD

SITE 430.0
R=100' (P) 24' WIDE (TYP.)
PROPOSED ROAD-PHASE 2

PROPOSED ROAD-PHASE 1

PROPOSED RELIEF WELLS

RUSSELL ST.

PROPOSED 24' WIDE ROAD-PHASE 2

Top 430.0

N 732210.2743
E 2291430.6215

N
W E
S

SCALE: 1"=400'

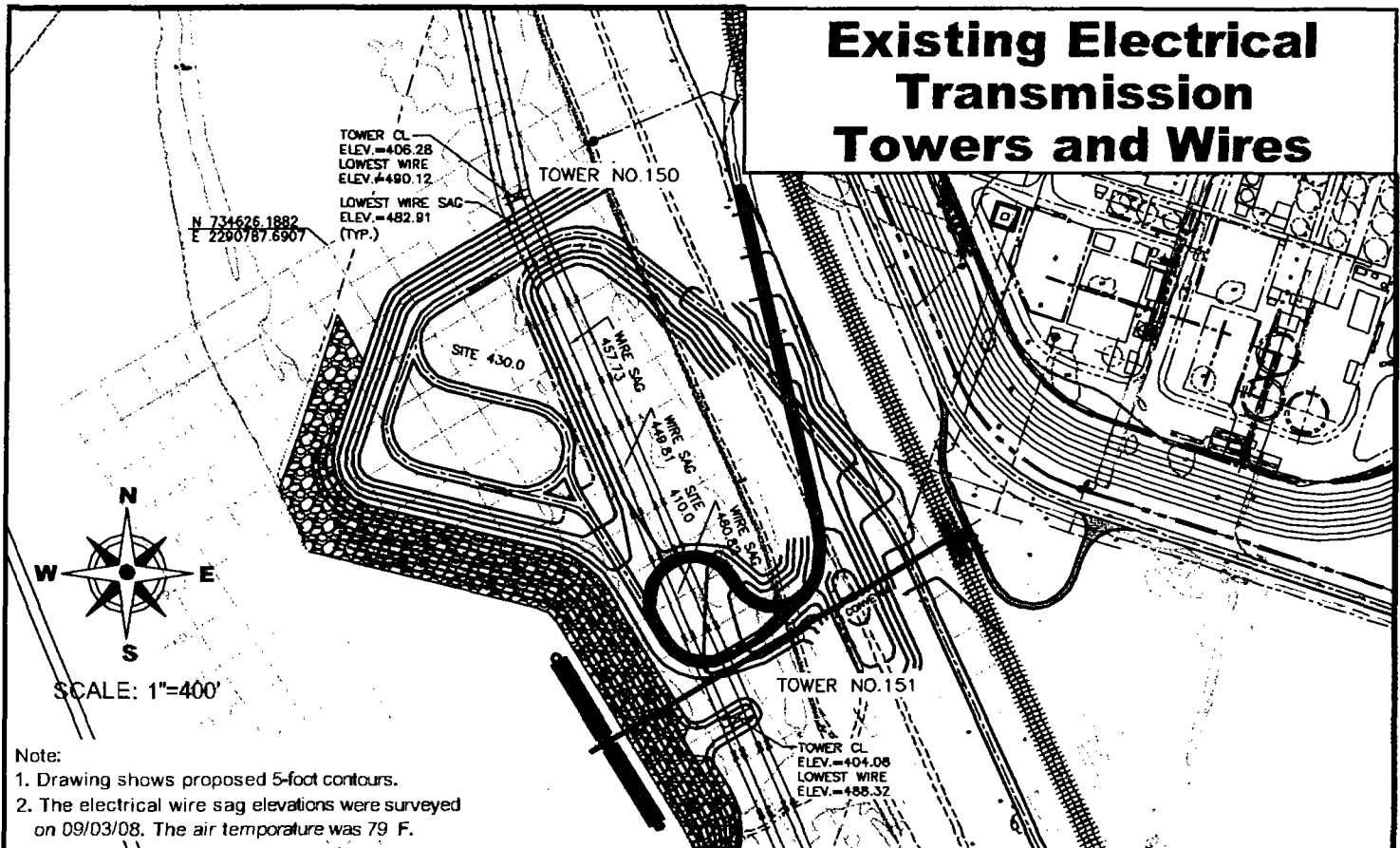
Project Description:
RIVER'S EDGE South Harbor
Tri-City Regional Port District

Location:
Adjacent Lower Entrance
Chain of Rocks Canal
Madison, IL.
Mississippi River Mile 183.5 Left Descending Bank

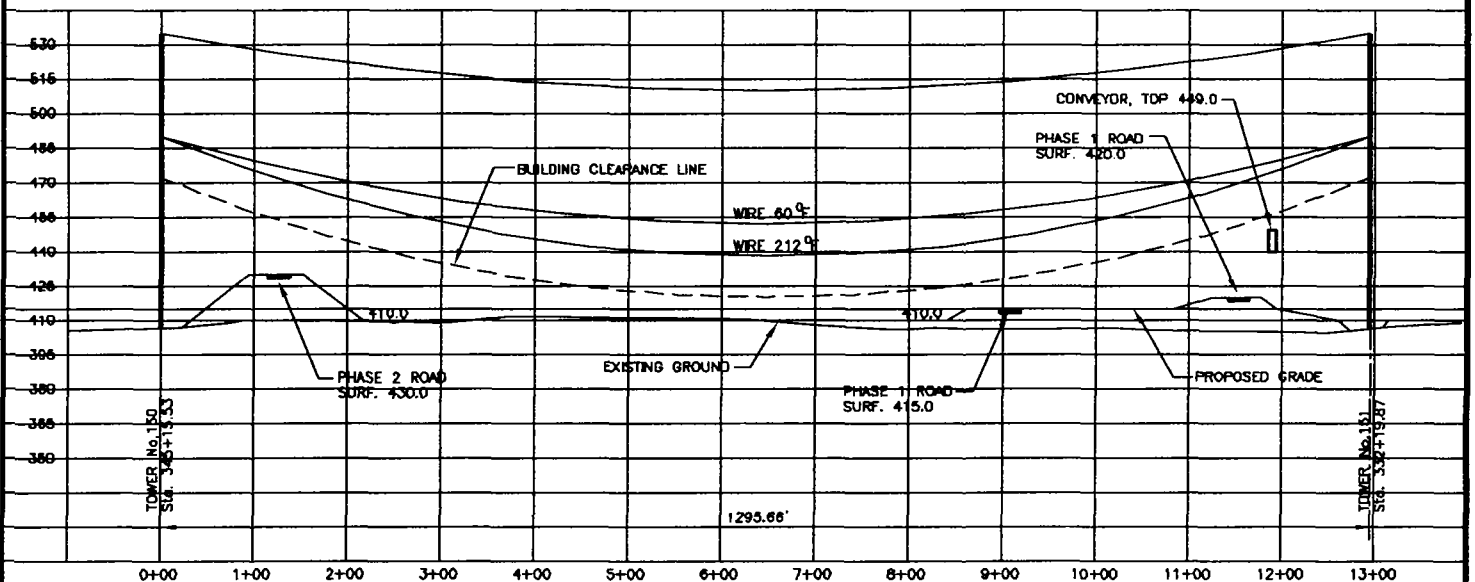
Date: 11/20/2008 Sheet 13 of 28

Sheet 13 of 28

Existing Electrical Transmission Towers and Wires



PLAN



Note:
The electrical transmission tower stations, wire sags and clearance line shown in the section view are based on Drawings No. 8360-Y-40924 and No. 8360-Y-40925 created by Sverdrup & Parcel and Associates, Inc. and dated 9/16/80.

Project Description:

RIVER'S EDGE South Harbor
Tri-City Regional Port District

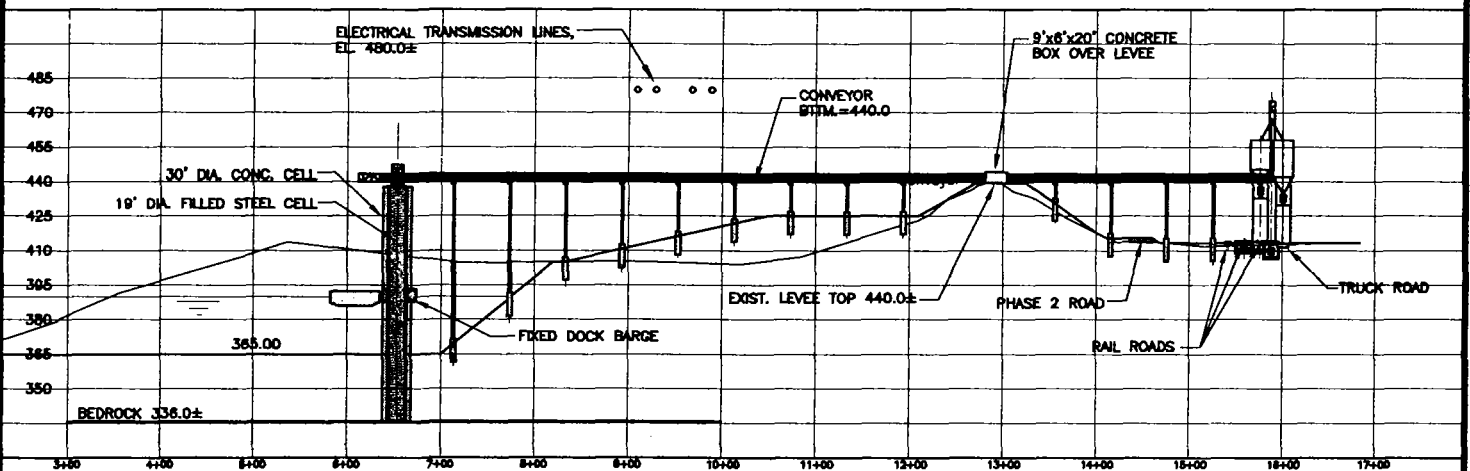
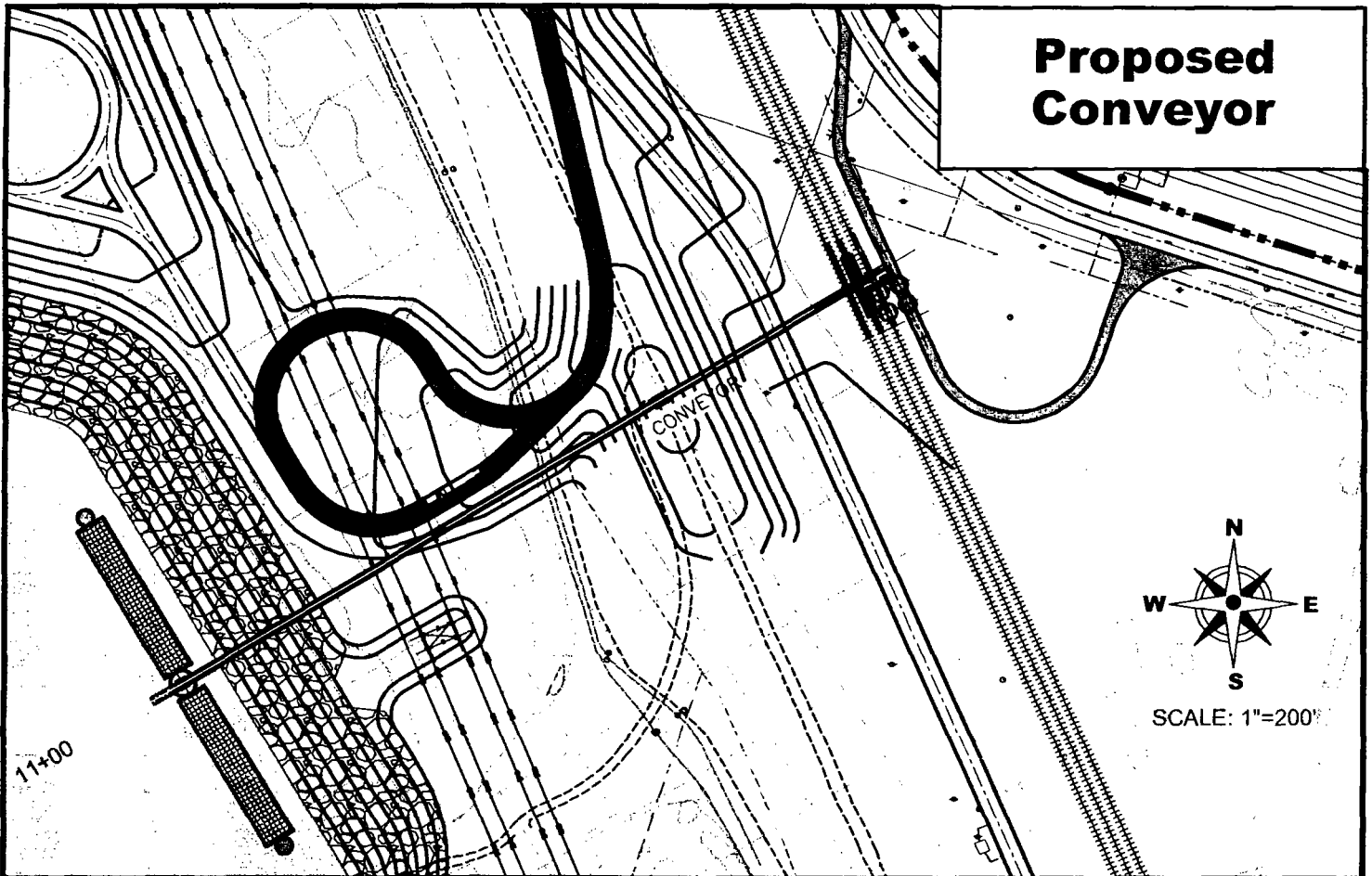
Location:

Adjacent Lower Entrance
Chain of Rocks Canal
Madison, IL.
Mississippi River Mile 183.5 Left Descending Bank

Date: 11/20/2008

Sheet 14 of 28

Proposed Conveyor



SCALE: Horiz.: 1"=200', Vert.: 1"=80'

Project Description:

RIVER'S EDGE South Harbor
Tri-City Regional Port District

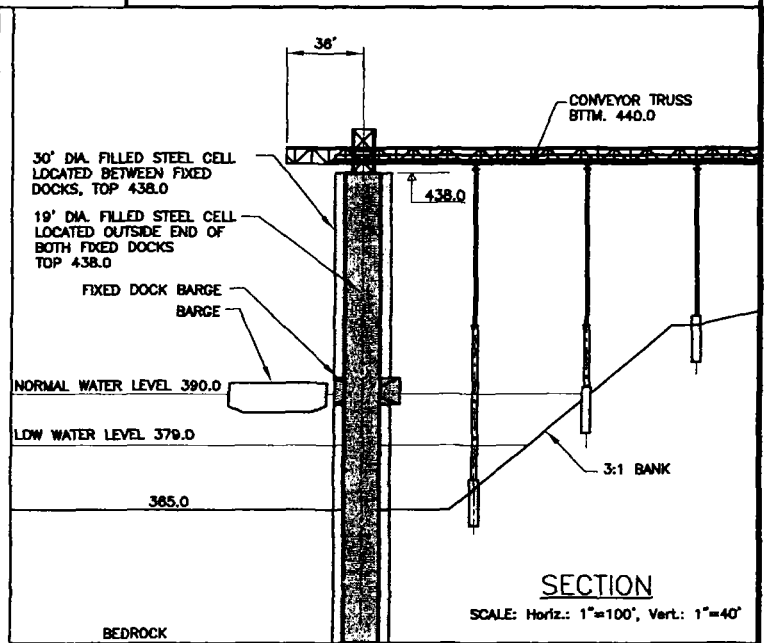
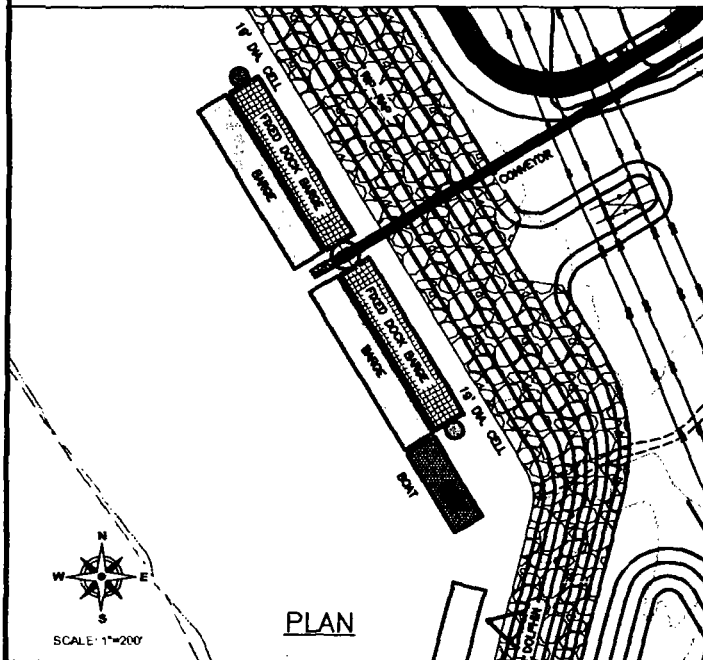
Location:

Adjacent Lower Entrance
Chain of Rocks Canal
Madison, IL
Mississippi River Mile 183.5 Left Descending Bank

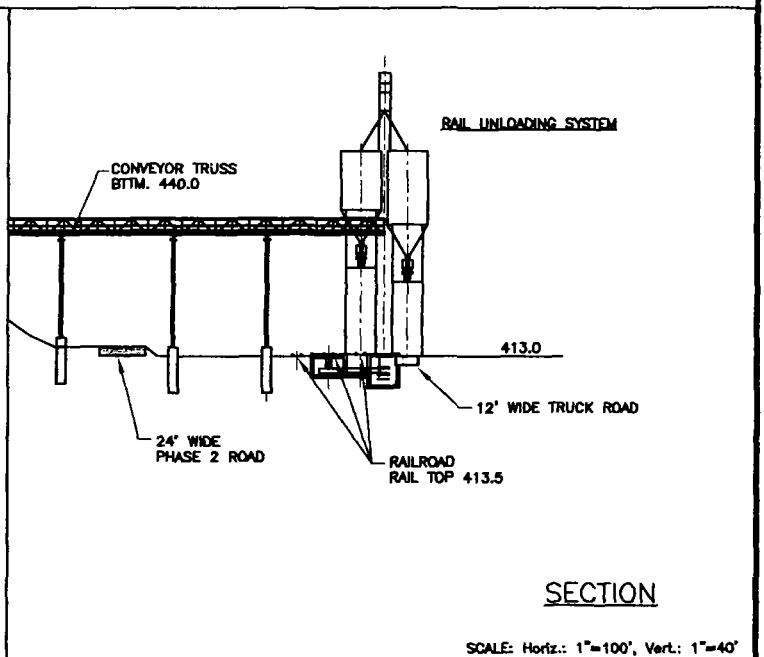
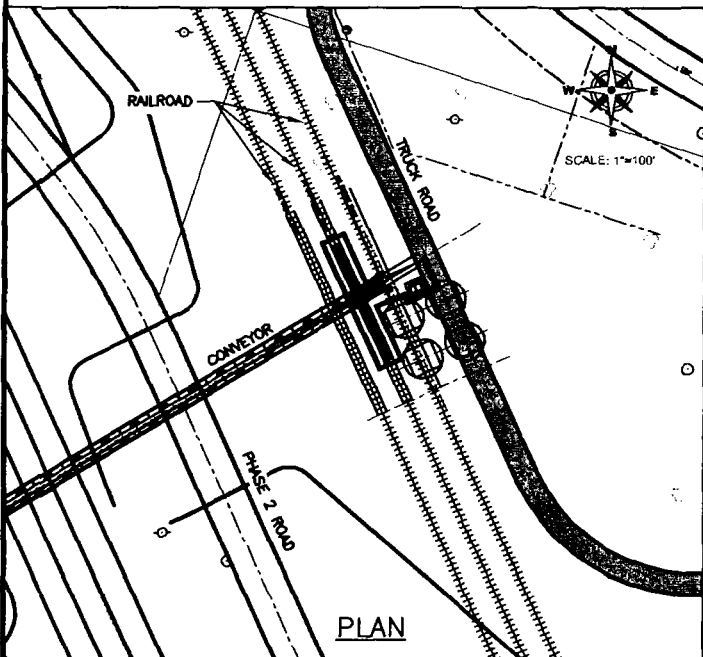
Date: 11/20/2008

Sheet 15 of 28

Proposed Conveyor Details



CONVEYOR AT DOCK



CONVEYOR AT TRUCK
LOADING SITE

Project Description:

RIVER'S EDGE South Harbor
Tri-City Regional Port District

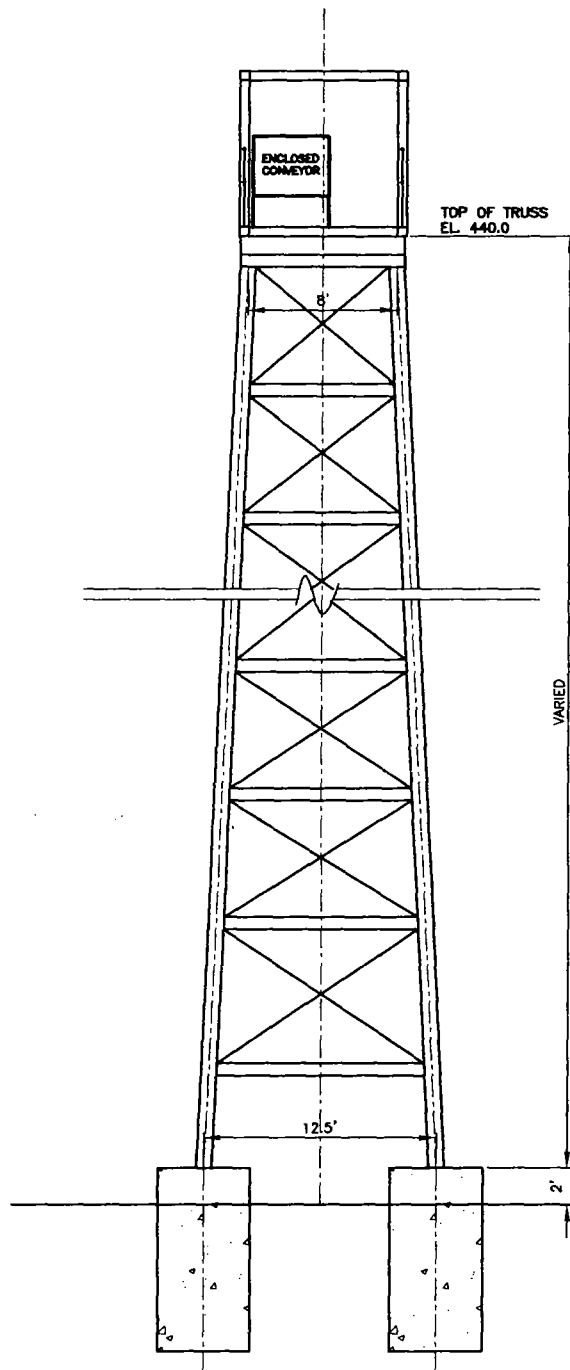
Location:

Adjacent Lower Entrance
Chain of Rocks Canal
Madison, IL.
Mississippi River Mile 183.5 Left Descending Bank

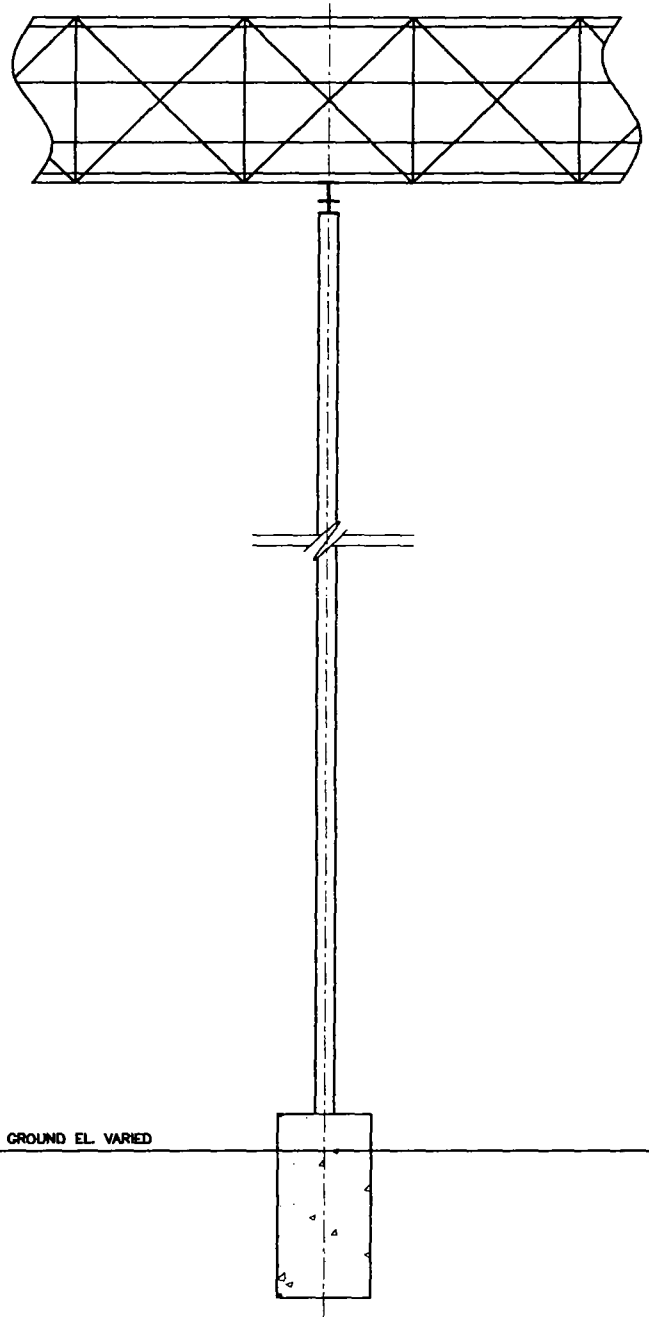
Date: 11/20/2008

Sheet 16 of 28

Typical Conveyor Truss Support



VIEW LOOKING WEST



VIEW LOOKING NORTH

Project Description:

*RIVER'S EDGE South Harbor
Tri-City Regional Port District*

Location:

*Adjacent Lower Entrance
Chain of Rocks Canal
Madison, IL.
Mississippi River Mile 183.5 Left Descending Bank*

Date: 11/20/2008

Sheet 17 of 28

Plan view of the building footprint. The overall dimensions are 46.260 (width) by 17.340 (depth). The footprint is divided into several sections. The top section has a width of 17.000 and a depth of 11.500. The bottom section has a width of 15.670 and a depth of 11.000. The total width is 46.260, and the total depth is 17.340. The elevation is 413.0. The footprint is divided into several sections. The top section has a width of 17.000 and a depth of 11.500. The bottom section has a width of 15.670 and a depth of 11.000. The total width is 46.260, and the total depth is 17.340. The elevation is 413.0.

Plan view of the bridge deck. The total width is 59.250. The deck is divided into three sections: two side sections, each 24.375 wide, and a central section 10.500 wide. The central section contains a 15.375 wide opening. The total depth is 11.500. The elevation is EL. 413.0. A typical dimension of 1.500 (TYP.) is shown for the side sections. The central section has a depth of 17.340.

The plan view shows a rectangular layout of the rail yard. Key features and dimensions include:

- TRACK #1 PASS THRU:** The top horizontal track with a width of 15.500.
- TRACK #2 UNLOADING PIT:** A vertical track segment with a width of 11.000.
- TRACK #3 RAIL LOAD OUT:** A horizontal track segment with a width of 17.000.
- ROAD #1 TRUCK LOAD OUT:** The bottom horizontal track with a width of 24.500.
- Dimensions:**
 - Overall width: 59.250
 - Distance from Track #1 to Track #2: 15.500
 - Distance from Track #2 to Track #3: 11.000
 - Distance from Track #3 to Road #1: 24.500
 - Distance from Track #2 to Road #1: 24.375
 - Distance from Track #3 to Road #1: 10.500
 - Distance from Track #2 to Road #1: 24.375
 - Distance from Track #3 to Road #1: 15.670
 - Distance from Track #3 to Road #1: 1.500 (TYP.)
 - Distance from Track #3 to Road #1: 15.375
 - Distance from Track #3 to Road #1: 33.260
 - Distance from Track #3 to Road #1: 12.0

Sheet 18 of 28

Proposed Easement

US ARMY CORPS
OF ENGINEERS

METRO EAST SANITARY
DISTRICT TRACT 12.6618
ACRES (BETWEEN LEASE
LINES)

TRI-CITY REGIONAL
PORT DISTRICT

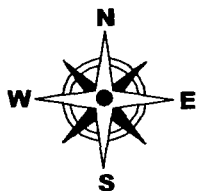
PROPOSED EASEMENT

WEST LINE OF METRO
EAST SANITARY DISTRICT
TRACT

US ARMY CORPS OF
ENGINEERS
TRACT 45.6422 ACRES
(BETWEEN LEASE LINES)

1,000'

PROPOSED
EASEMENT



SCALE: 1"=400'

US ARMY CORPS
OF ENGINEERS

Project Description:

RIVER'S EDGE South Harbor
Tri-City Regional Port District

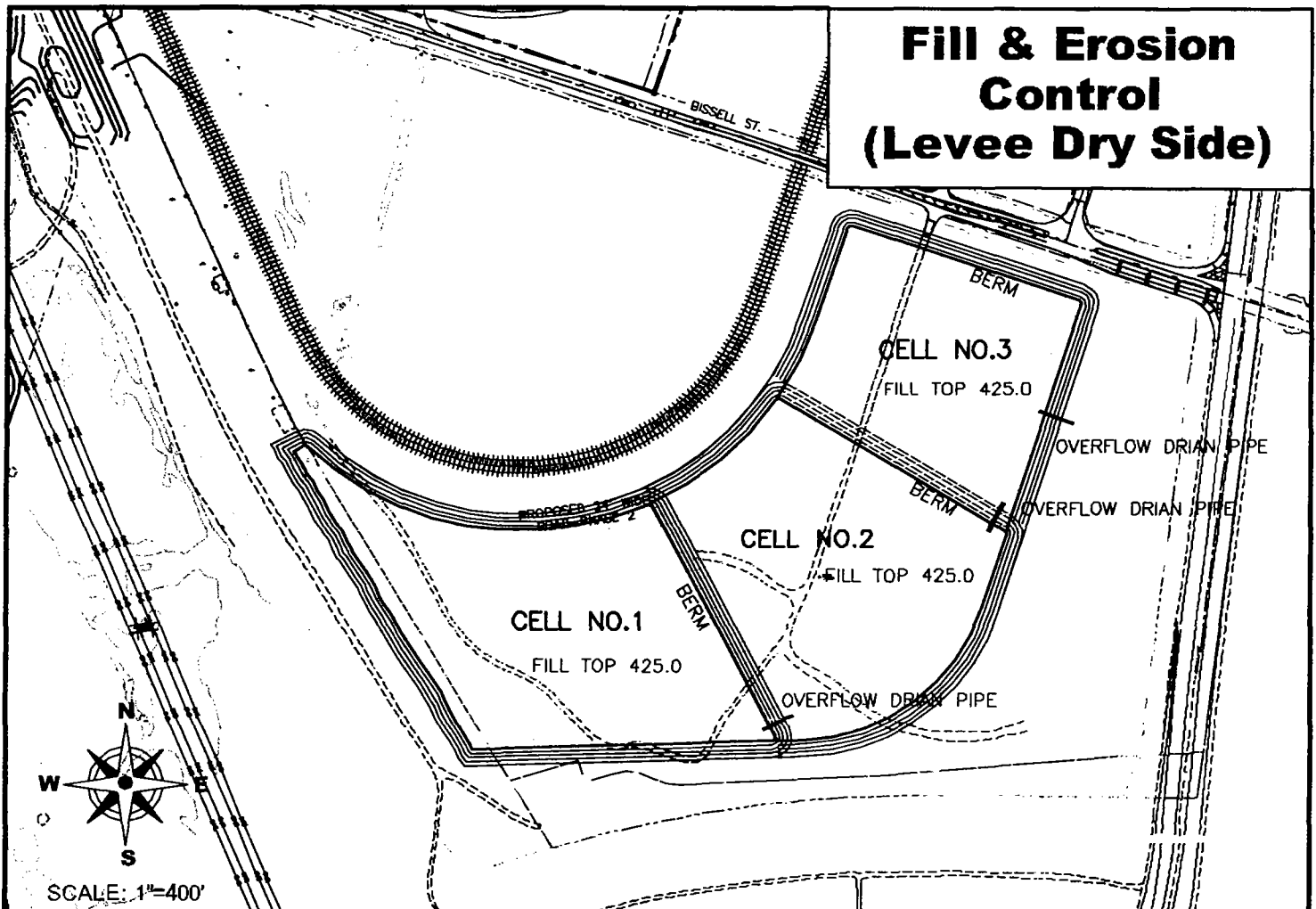
Location:

Adjacent Lower Entrance
Chain of Rocks Canal
Madison, IL.
Mississippi River Mile 183.5 Left Descending Bank

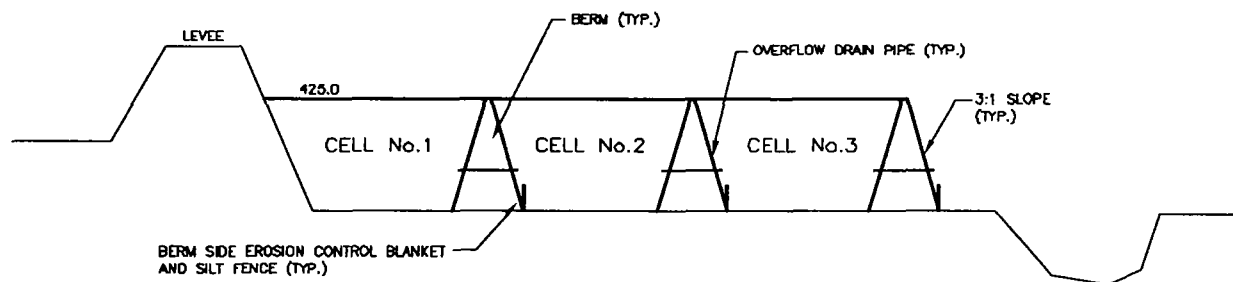
Date: 11/20/2008

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Fill & Erosion Control (Levee Dry Side)



LEVEE DRY SIDE FILL



TYPICAL EROSION CONTROL FOR LEVEE DRY SIDE FILL

NOT TO SCALE

1. CONSTRUCT BERM FOR A CELL, INSTALL DRAIN PIPE AND BERM SIDE EROSION CONTROL BLANKET.
2. FILL FROM CELL No.1 TO CELL No.3.

Project Description:

RIVER'S EDGE South Harbor
Tri-City Regional Port District

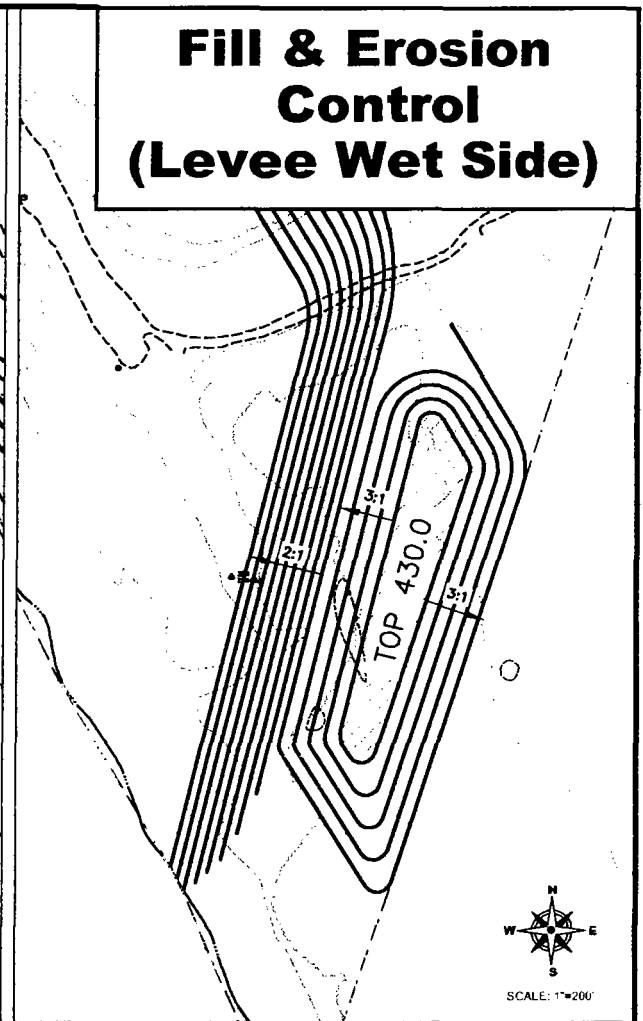
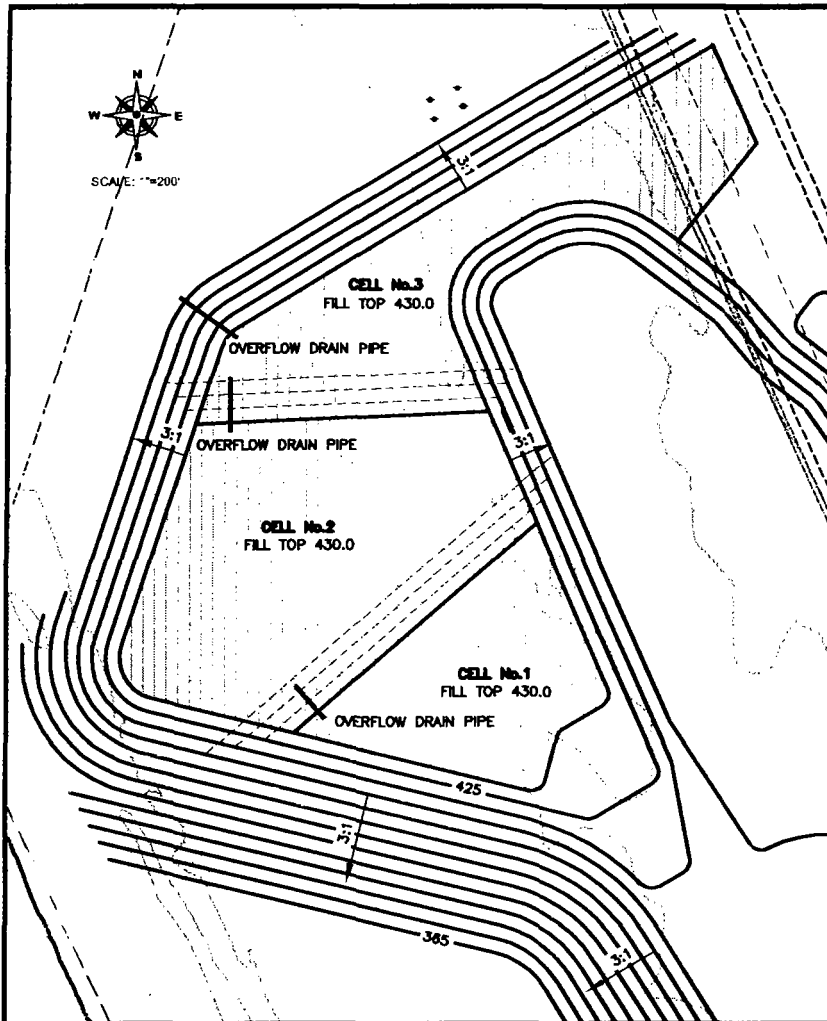
Location:

Adjacent Lower Entrance
Chain of Rocks Canal
Madison, IL.
Mississippi River Mile 183.5 Left Descending Bank

Date: 11/20/2008

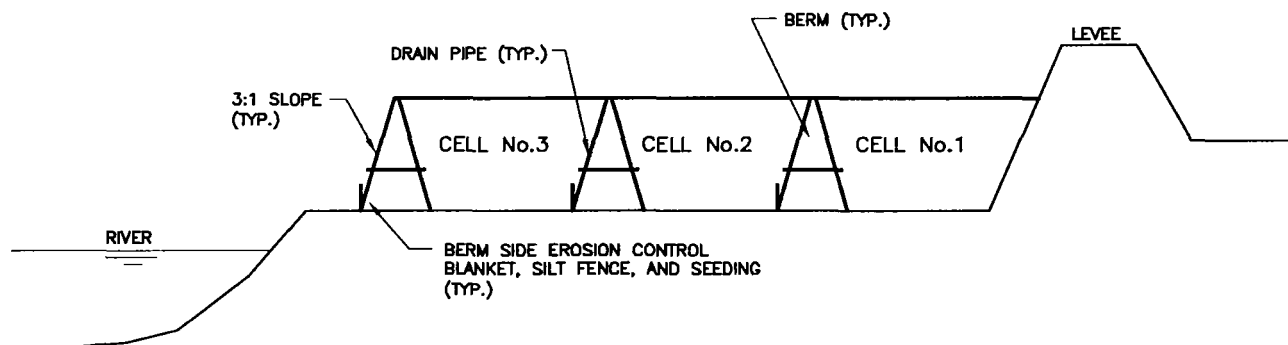
Sheet 20 of 28

Fill & Erosion Control (Levee Wet Side)



LEVEE WET SIDE FILL (NORTH)

LEVEE WET SIDE FILL (SOUTH)



TYPICAL EROSION CONTROL
FOR LEVEE WET SIDE FILL

NOT TO SCALE

1. CONSTRUCT BERM FOR A CELL, INSTALL DRAIN PIPE AND BERM SIDE EROSION CONTROL BLANKET, SILT FENCE, AND SEEDING.
2. FILL FROM CELL No.1 TO CELL No.3.

Project Description:

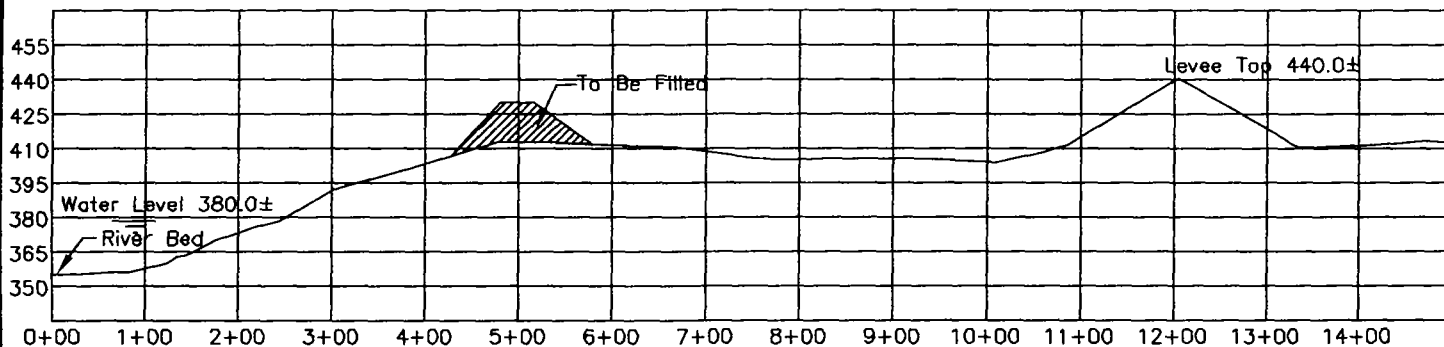
RIVER'S EDGE South Harbor
Tri-City Regional Port District

Location:

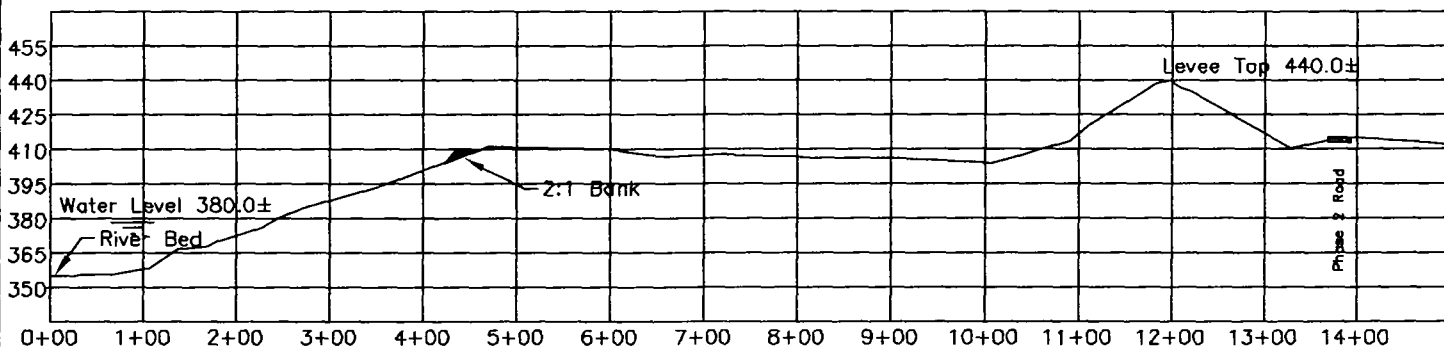
Adjacent Lower Entrance
Chain of Rocks Canal
Madison, IL
Mississippi River Mile 183.5 Left Descending Bank

Date: 11/20/2008

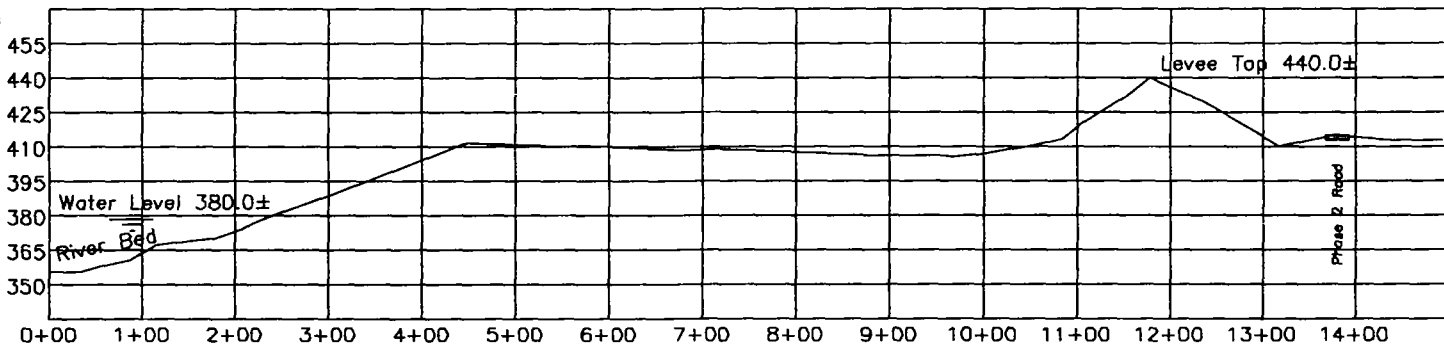
Sheet 21 of 28



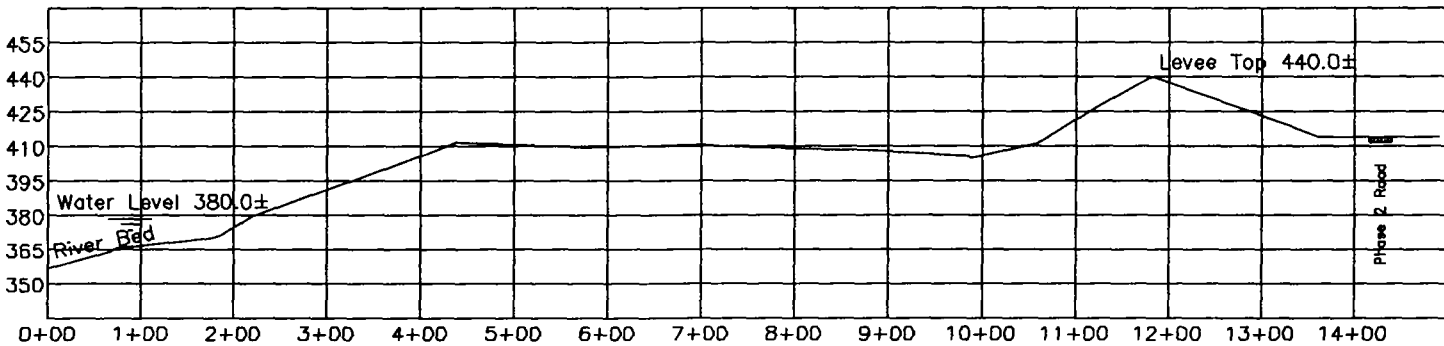
Section 3+00



Section 2+00



Section 1+00



Section 0+00

Sections

Project Description:

RIVER'S EDGE South Harbor
Tri-City Regional Port District

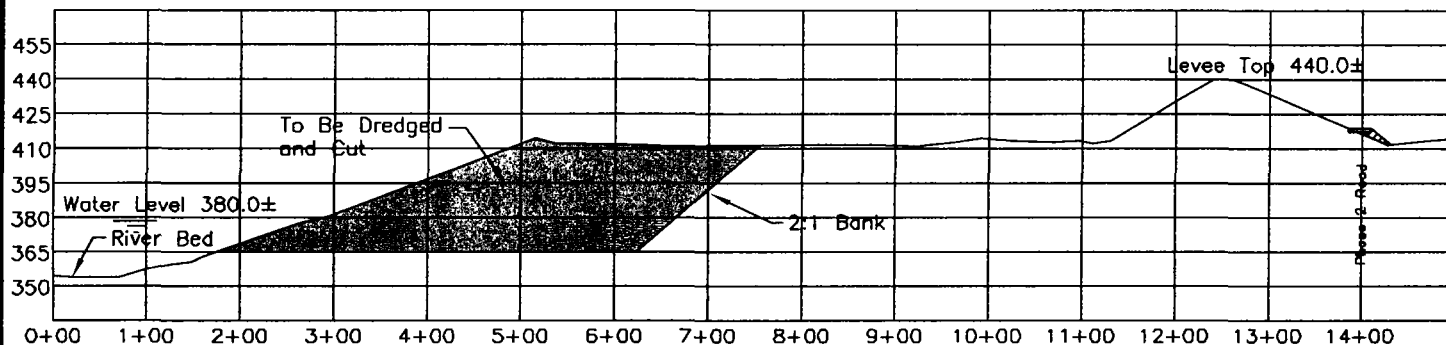
Location:

Adjacent Lower Entrance
Chain of Rocks Canal
Madison, IL.
Mississippi River Mile 183.5 Left Descending Bank

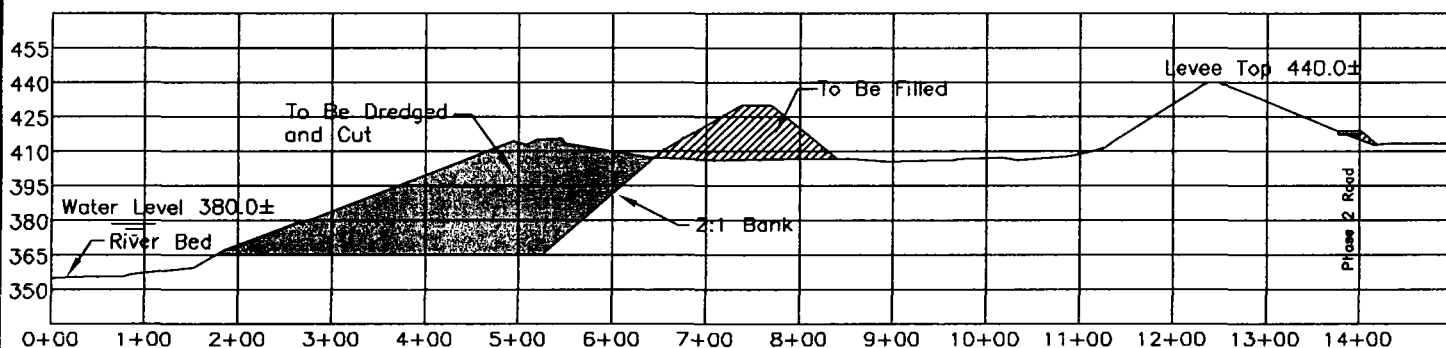
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Vert.: 1"=80'

Date: 11/20/2008

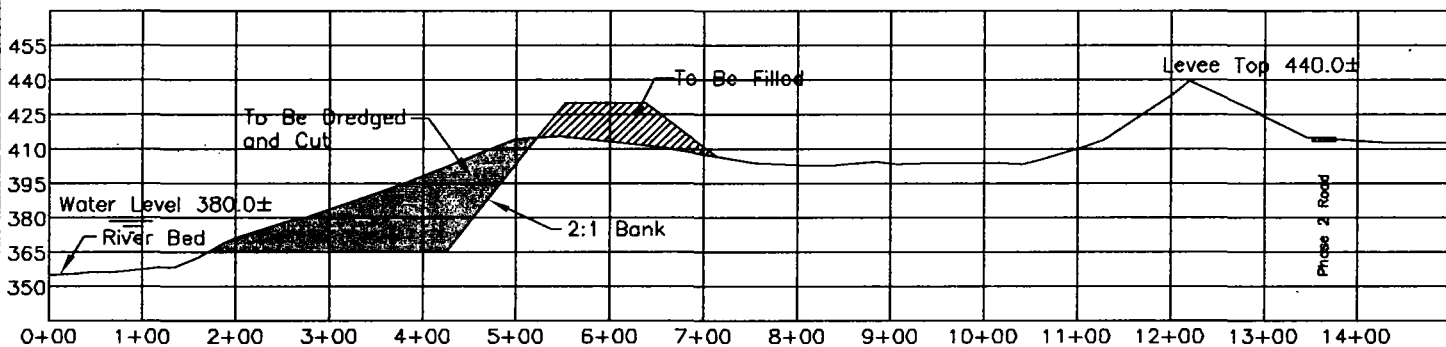
Sheet 22 of 28



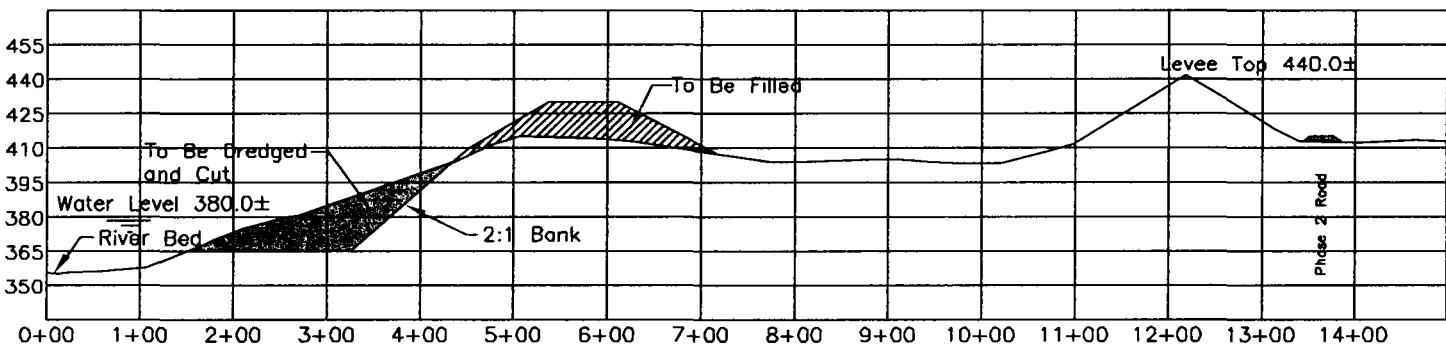
Section 7+00



Section 6+00



Section 5+00



Section 4+00

Sections

SCALE: Horiz.: 1"=200'
Vert.: 1"=80'

Project Description:

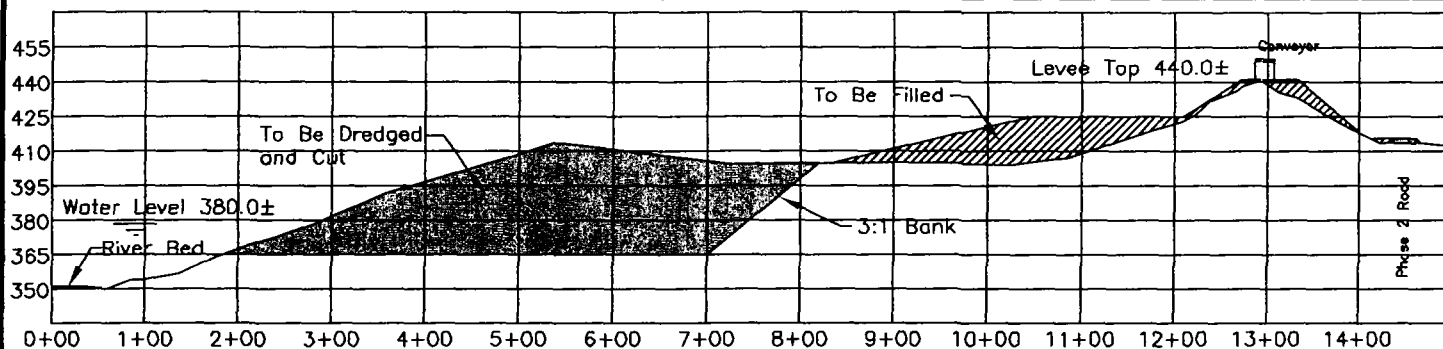
RIVER'S EDGE South Harbor
Tri-City Regional Port District

Location:

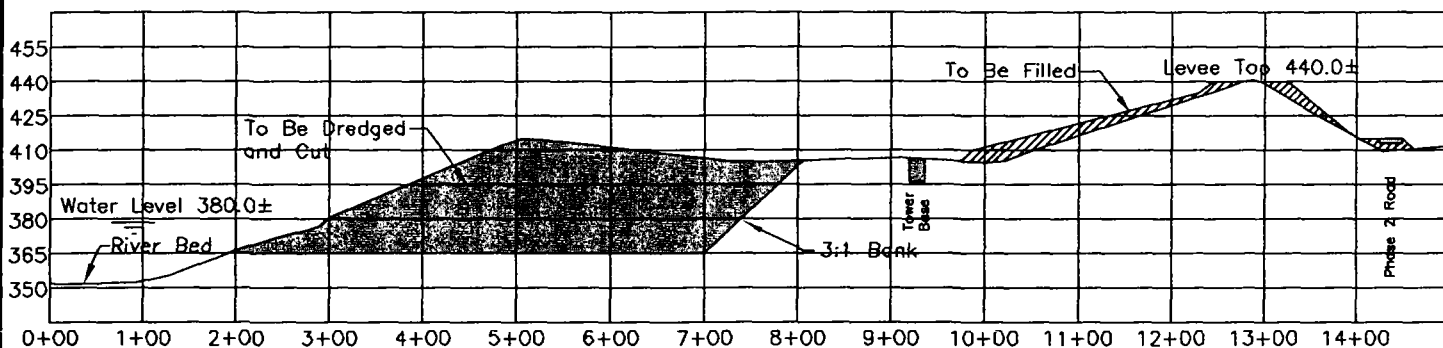
Adjacent Lower Entrance
Chain of Rocks Canal
Madison, IL
Mississippi River Mile 183.5 Left Descending Bank

Date: 11/20/2008

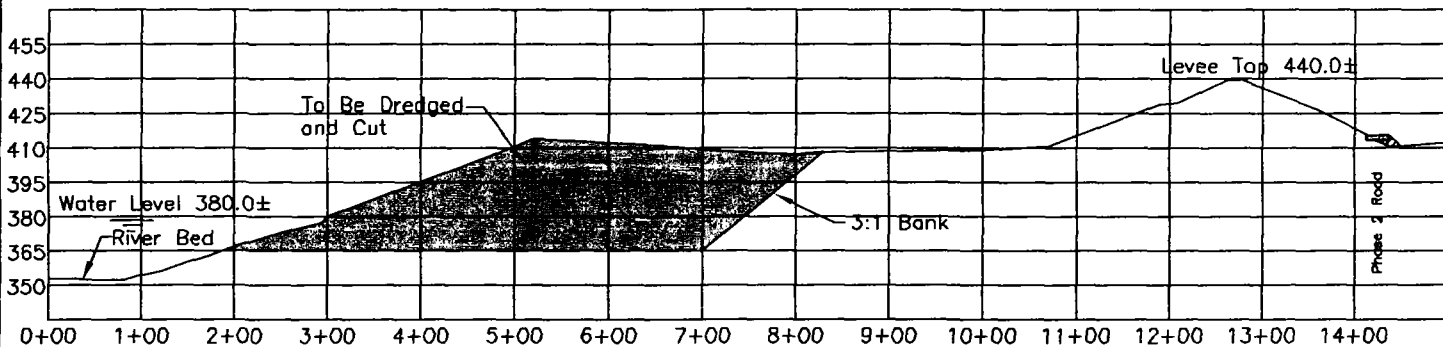
Sheet 23 of 28



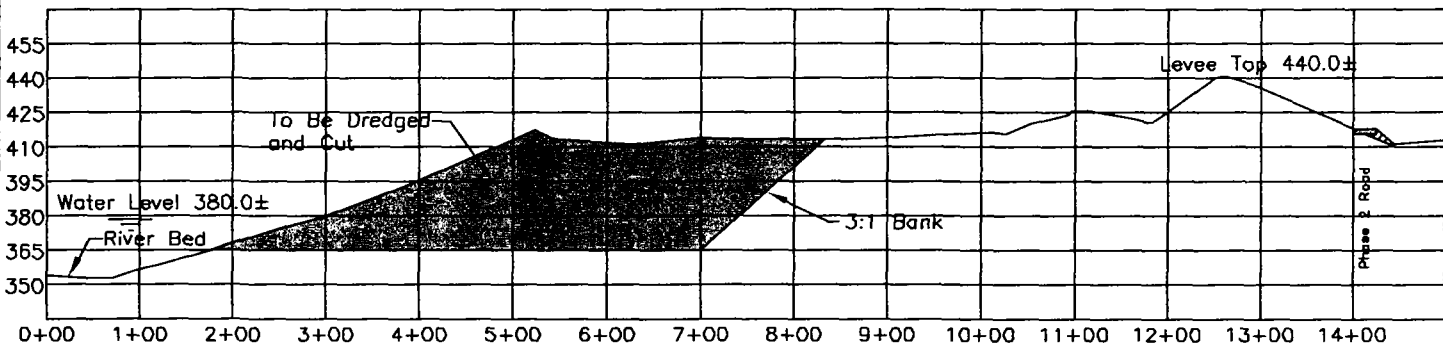
Section 11+00



Section 10+00



Section 9+00



Section 8+00

Sections

SCALE: Horiz.: 1"=200'
Vert.: 1"=80'

Project Description:

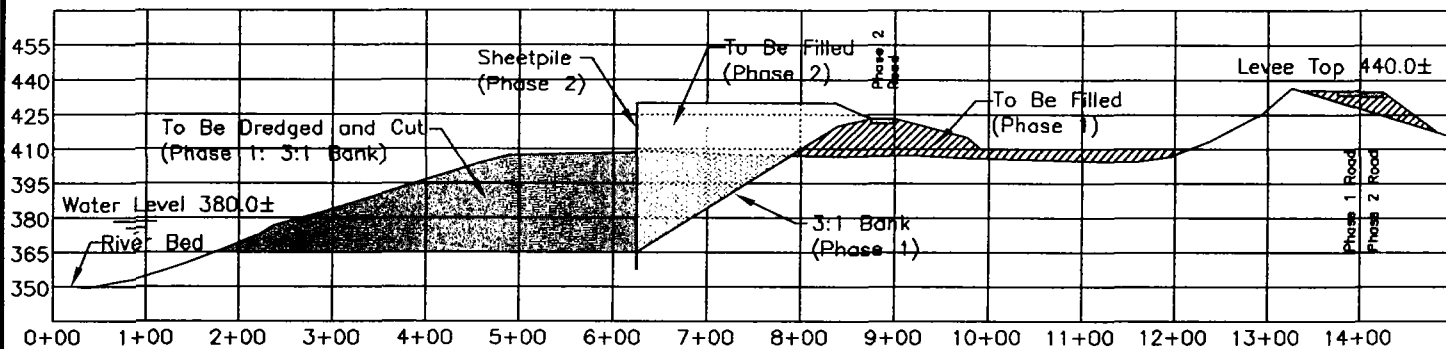
RIVER'S EDGE South Harbor
Tri-City Regional Port District

Location:

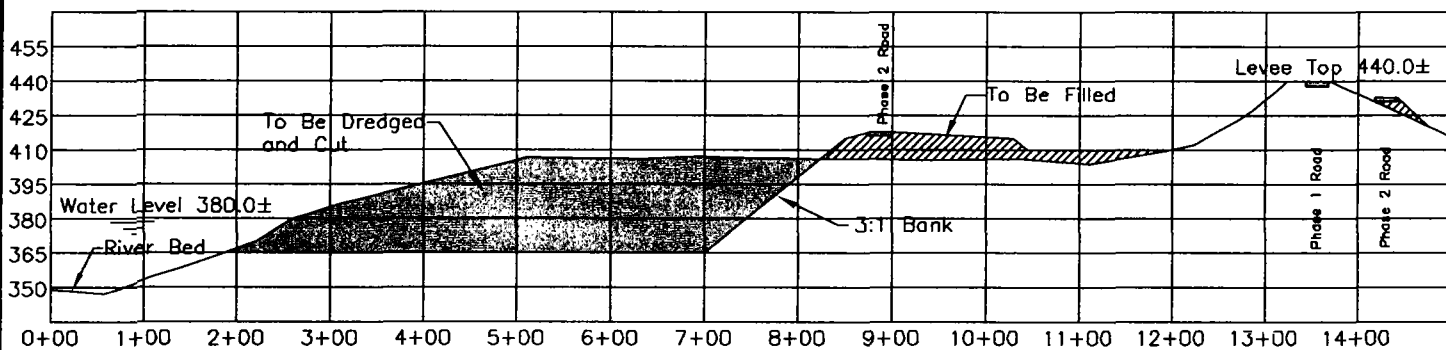
Adjacent Lower Entrance
Chain of Rocks Canal
Madison, IL.
Mississippi River Mile 183.5 Left Descending Bank

Date: 12/20/2008

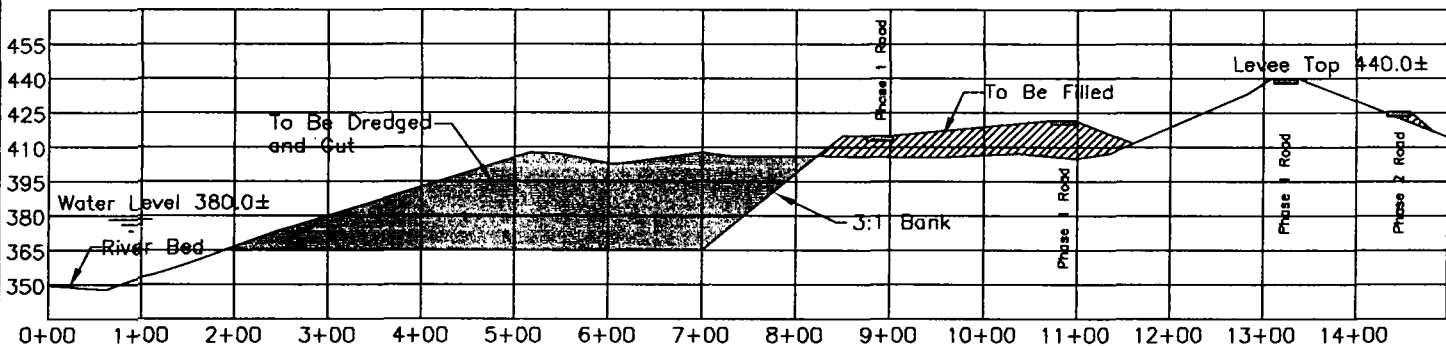
Sheet 24 of 28



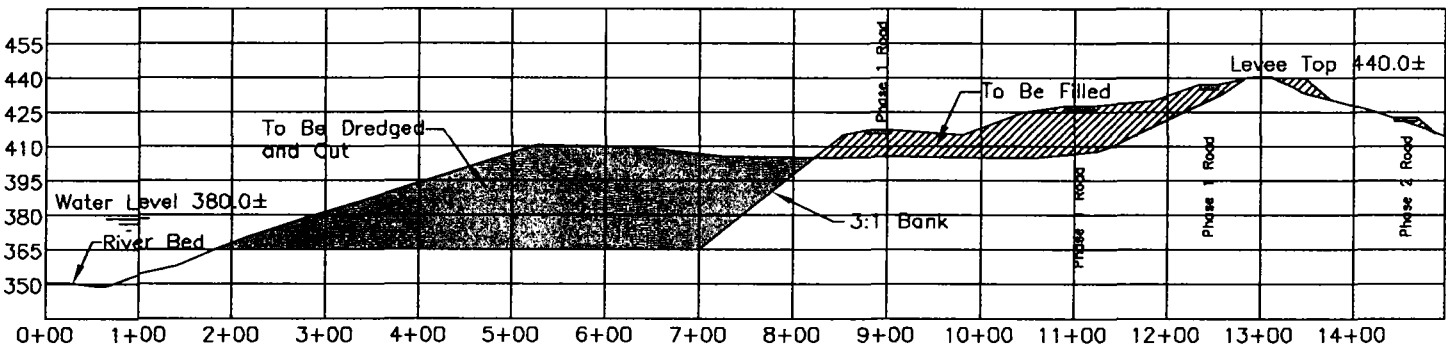
Section 15+00



Section 14+00



Section 13+00



Section 12+00

Sections

SCALE: Horiz.: 1"=200'
Vert.: 1"=80'

Project Description:

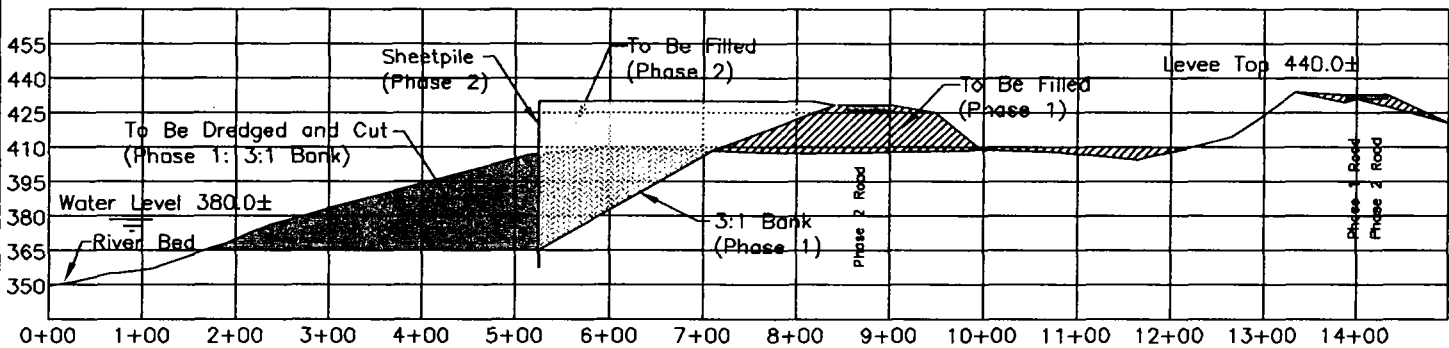
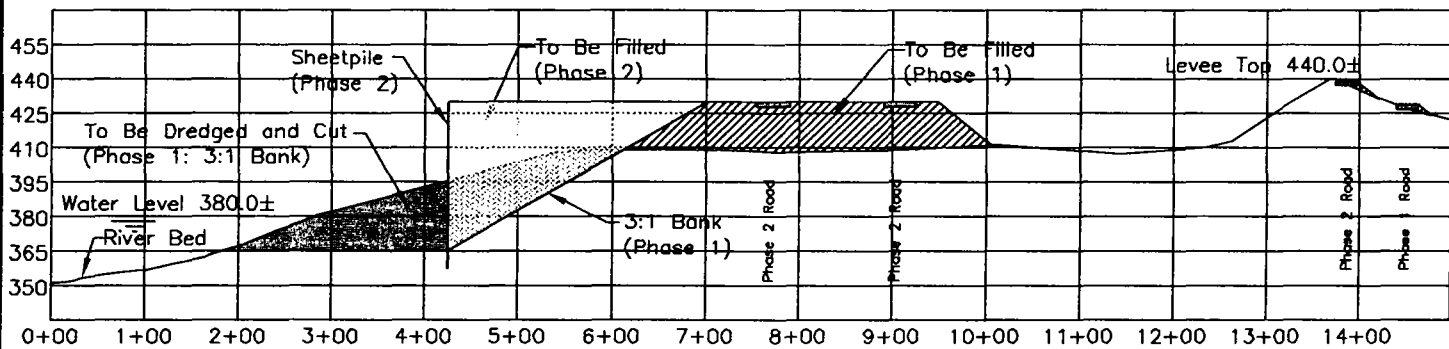
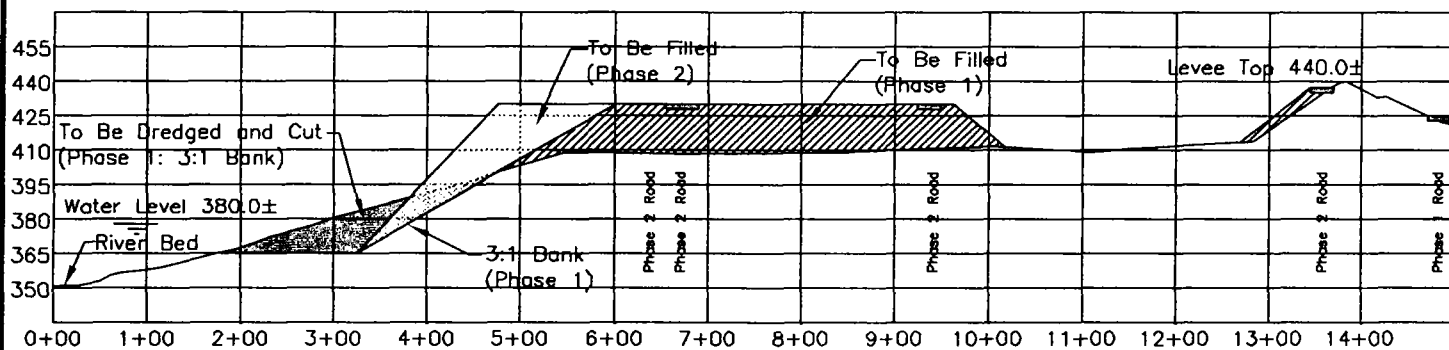
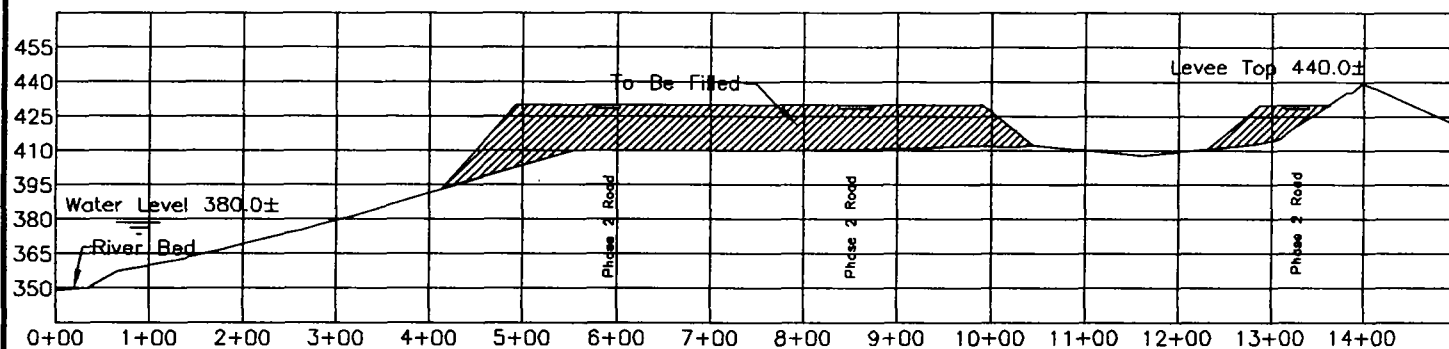
RIVER'S EDGE South Harbor
Tri-City Regional Port District

Location:

Adjacent Lower Entrance
Chain of Rocks Canal
Madison, IL
Mississippi River Mile 183.5 Left Descending Bank

Date: 11/20/2008

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Sections

Project Description:

RIVER'S EDGE South Harbor
Tri-City Regional Port District

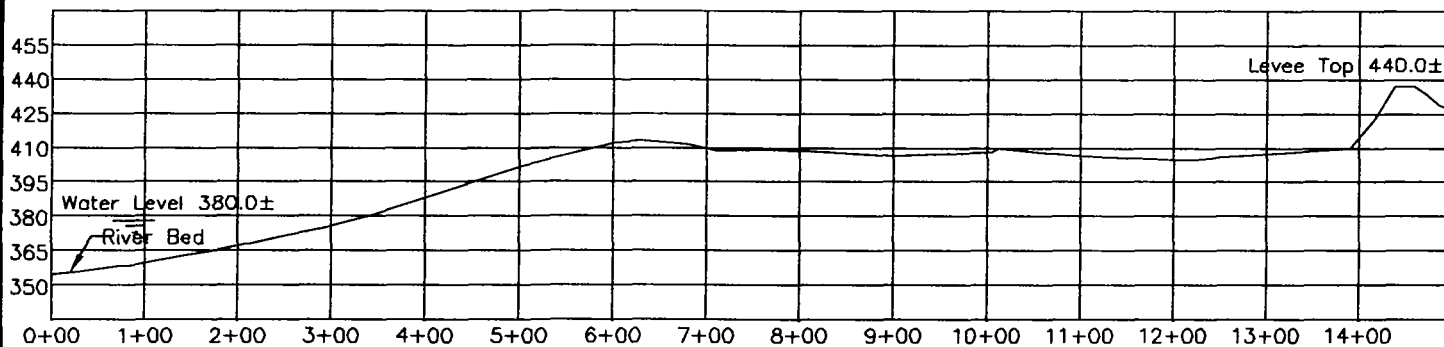
Location:

Adjacent Lower Entrance
Chain of Rocks Canal
Madison, IL.
Mississippi River Mile 183.5 Left Descending Bank

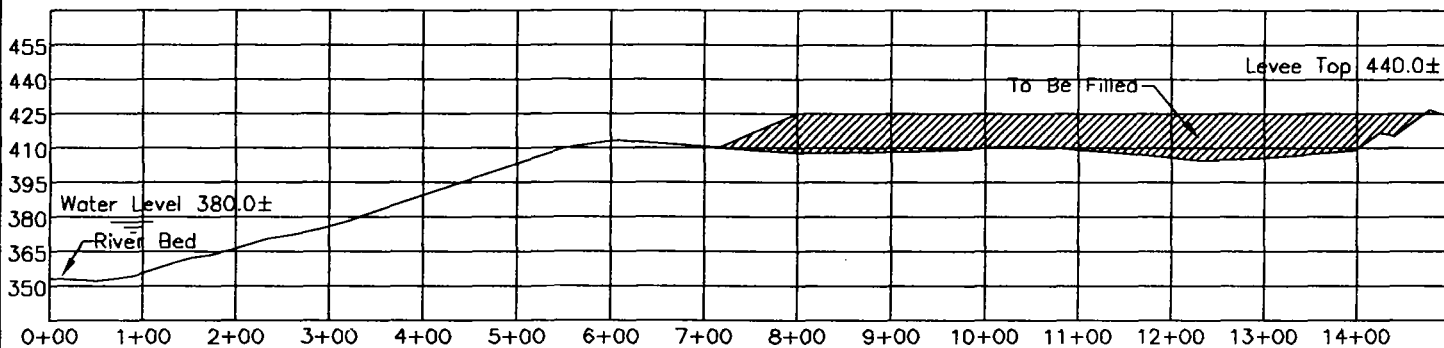
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Vert.: 1"=80'

Date: 11/20/2008

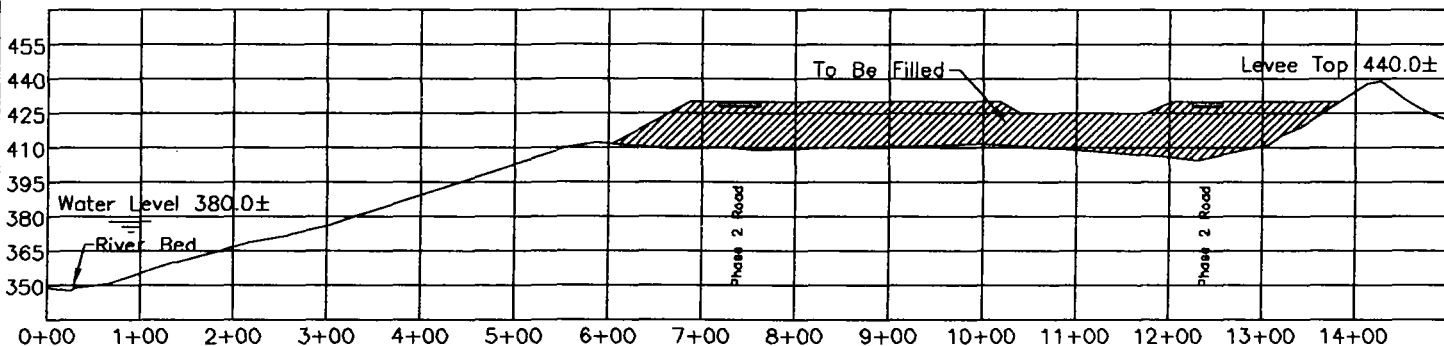
Sheet 26 of 28



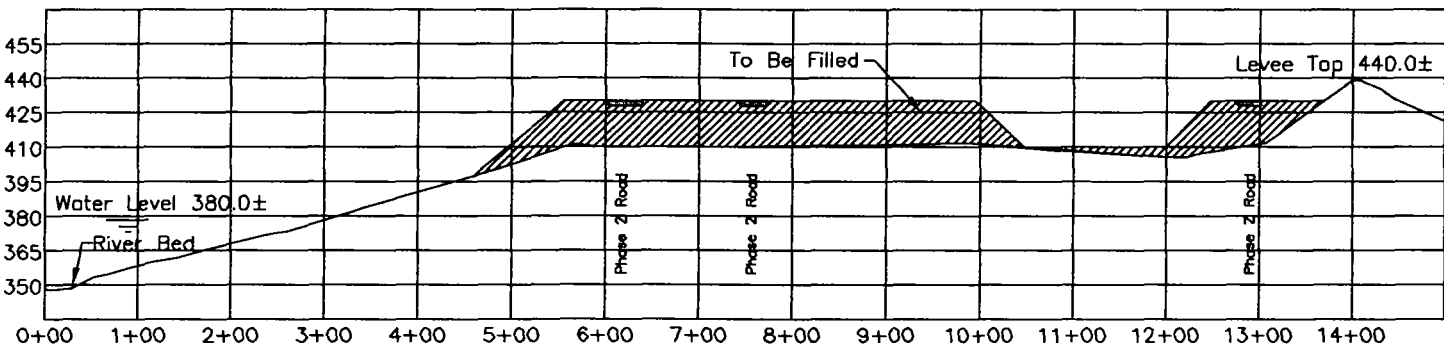
Section 23+00



Section 22+00



Section 21+00



Section 20+00

Sections

Project Description:

RIVER'S EDGE South Harbor
Tri-City Regional Port District

Location:

Adjacent Lower Entrance
Chain of Rocks Canal
Madison, IL
Mississippi River Mile 183.5 Left Descending Bank

SCALE: Horiz.: 1"=200'
Vert.: 1"=80'

Date: 11/20/2008

Sheet 27 of 28

PHASE 1**Volumes**Phase 1:

Quantity of Total Excavation:	760,678 cu.yds.
Quantity of Excavation Below 380.0:	288,467 cu.yds.
Quantity of Dry Excavation, Above 380.0:	472,211 cu.yds.
Quantity of Fill on Wet Side of Levee:	299,074 cu.yds.
Quantity to be Hauled to Dry Side of Levee:	461,604 cu.yds.

Rip-Rap

RIP-RAP (365.0 - 410.0)	29,578 sq.yds.
-------------------------	----------------

PHASE 2**Volumes**Phase 2: (Install 400' Sheetpile and Fill the Bank Behind Sheetpile)

Quantity of Fill (430.0):	112,030 cu.yds.
---------------------------	-----------------

Sheetpile

SHEETPILE	400 feet
-----------	----------

Project Description:

*RIVER'S EDGE South Harbor
Tri-City Regional Port District*

Location:

*Adjacent Lower Entrance
Chain of Rocks Canal
Madison, IL.
Mississippi River Mile 183.5 Left Descending Bank*

Date: 11/20/2008

Sheet 28 of 28